

The Hongkong Telegraph

(ESTABLISHED 1881.)



69259 五拜禮 號五十月十英港香 FRIDAY, OCTOBER 15, 1920. 日四初月九 SINGLE COPY: 10 CTS. 135 PER ANNUM.

REUTER'S TELEGRAMS.

ANOTHER VICTORY FOR CARPENTIER

KNOCKS OUT LEVINSKY IN FOURTH ROUND.

New York, October 13.
A twelve-round boxing match between Carpentier and the American, "Batling" Levinsky, who is considered one of America's finest fighters, took place in Jersey City to-night in the presence of a huge audience.
The match resulted in Carpentier knocking out Levinsky in the fourth round. The Frenchman now hopes to meet Dempsey for the World's Championship.

THE TURF.

RESULT OF CANTERBURY STAKES.

London, October 13.
The Canterbury Stakes resulted as follows:
Bracket 1.
Front Line 2.
Greek Scholar 3.
Thirty-two ran; won by two lengths; three lengths between second and third.

GREAT RACE IN CANADA.

Windsor, (Ontario), October 13.
A great horse-racing match for £15,000 and a £1,000 cup between the United States crack horse Man of War and the Canadian-owned Sir Barton was witnessed by huge crowds. The race was over a distance of a mile and a quarter. Sir Barton, who was under weight for age, carried six pounds extra. Man of War won by eight lengths in 2 min. 3 sec.

AEROPLANE OF THE FUTURE

SOME NEW DEVELOPMENTS.

London, October 13.
At the Air Conference today, Air Marshal Sir Edward L. Ellington gave an interesting forecast of the aeroplane of the future. He announced that the Air Ministry was developing two new engines. The first was a "wash plate engine" in which was an inclined disc on a shaft which replaced the ordinary crank. The second was a steam turbine, which it was to be able to fulfil all required conditions and greatly increase cylindrical power, besides being silent. It would also reduce the physical effort required by the pilot. Another at present in the design stage provided engines in the fuselage driving propellers in the wings, relieving the pilot of control of the engine, the latter signalling his order to the engine-room, as on a ship.

IRELAND AND THE GOVERNMENT.

DECLARATION BY SIR HAMAR GREENWOOD.

London, October 13.
Sir Hamar Greenwood, in a speech at Belfast this afternoon, said that Lord French, Sir Neville McCreedy and himself were in complete accord and none of them was resigning.
The Government was proceeding with the Home Rule Bill and were prepared to enlarge it most generously in order to secure a complete and final settlement of the Irish question, but it could not tolerate the independence of Ireland or a part of Ireland. They believed that the Imperial strategic unity of Ireland was fundamental for the peace of the United Kingdom and the well-being of the Empire and would not budge on its fundamental verities.

WRANGLER PUSHES ON.

MUNITION FACTORY BLOWN UP.

London, October 13.
A wireless message from Wrangel's headquarters chronicles the continuance of successful operations, particularly in the Alexandrovsk district, where the Dniester has been forced. Three regiments captured a Red munition factory containing 50,000 shells, which was blown up.

DEATH OF A FAMOUS EVANGELIST.

London, October 13.
The well-known evangelist Dr. Charles McCallon Alexander has passed away.
Dr. Alexander, who was born in the U.S.A. just 53 years ago, made an evangelistic tour of the world in conjunction with the Rev. R. A. Torrey, the undertaking lasting from 1902 till 1906. For two months he conducted daily at the Royal Albert Hall, London, the largest evangelistic choir (4,000) ever organised, his singing of the Glory Song gaining him a universal reputation. In 1904 he married Miss Helen Cadbury, a member of the Quaker family of cocoa manufacturers and proprietors of the Daily News, with whom he made another world tour. Dr. Alexander, who was the composer of a number of hymns, also conducted missions to the Far East in co-operation with Dr. J. Wilbur Chapman, of New York.

GERMAN REPARATIONS.

SUCCESSFUL ANGLO-BELGIAN NEGOTIATIONS.

Brussels, October 13.
According to the *Libre Belgique*, the discussions in London between Mr. Lloyd George and the Belgian Premier, M. Delacroix, regarding German reparations, were successfully concluded. The Geneva Conference will not be held, while the Reparations Commission, after hearing the Germans' explanation of their proposal, will report to the various Governments instead of arriving at a decision by itself. A further conference will be shortly held in

REUTER'S TELEGRAMS.

THE RUSSIAN SITUATION.

IS THE BOLSHEVIK REGIME COLLAPSING?

London, October 13.
Sensational rumours have been current during the past few days regarding anti-Bolshevik outbreaks throughout Russia. As, however, no confirmation has been received from official sources, it is deemed prudent to regard them somewhat sceptically at present, especially in view of the previous stories of the impending collapse of the Bolsheviki regime. Nevertheless, it seems beyond doubt that the Soviet is encountering trouble in Siberia, for, according to a Helsingfors message, the Bolsheviki paper *Pravda* admits that over a thousand persons have been arrested in various towns of Siberia for complicity in a plot to blow up railways and bridges, kill Communist leaders, and to organise peasant revolts. The leaders of the conspiracy are declared to be ex-officers of Kolchak's and Semenov's armies.

FIRE ON GERMAN LINER.

16,000-TONNER IN FLAMES.

Berlin, October 13.
A message from Hamburg states that a big fire broke out at midnight on the 16,000-ton Hamburg-American liner *Viktoria Luise*, in the Vulkan Yards. Four fire engines have been summoned.

ITALIAN SOCIALISTS.

OBJECTION TO ANARCHISTS AND SYNDICALISTS.

Rome, October 13.
The Congress of the Italian Socialist Party at Reggio passed a resolution in favour of admission to the Moscow International, at the same time demanding the exclusion from the Party of the Anarchist and Syndicalist groups.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

JUDGES' SALARIES

Shanghai, October 14.
Fenang Chamber of Commerce passed a resolution urging an increase in Judges' salaries.

SINGAPORE £1,000,000 GIFT

Singapore, October 14.
The Government stated there is no obligation to continue the £1,000,000 gift to the Home Government after 1921.

RUBBER MARKET.

Singapore, October 14.
Rubber at the auctions was steadier. There was a 3 1/4 cents advance.

TO-DAY'S CHINESE TELEGRAMS.

Peking, October 14.
The President is in good health. It was the doubtful movement of Chang Jik-lin's troops that caused the people to believe the recent rumours so readily. At present the capital and outskirts are quite tranquil.
The Government has granted \$10,000 towards Li Shun's funeral expenses.

Shanghai, October 14.
The conditions for the reunion of the squadron in Canton with the North have been definitely arranged. A new post named the Coast Defence Commissioner will soon be created.
The proposal made by the communities in Shanghai to appoint Lu Yung-chung, the Defence Commissioner, as Li Shun's successor has been strongly protested against by Chang Jik-lin and Tao Kwan.
(Other Telegrams on Page 2.)

ABSENT DEFENDANT.

AWAY ON A VOYAGE.

Recently judgment was delivered at the Summary Court for a thousand dollars against the comrade of the Yunnan Maru. That sum had not been paid, and to this circumstance Mr. E. L. Agassiz attributed the non-appearance of the comrade when, at the Police Court this morning, a summons was heard by Mr. Dyer Ball against the man for not affixing a stamp of sufficient value to a promissory note. Mr. Agassiz stated that it was his belief that the comrade was in hiding, hence the recourse of putting up his nephew to answer for his sins before

the Court. The nephew told the Magistrate that his uncle was away in the steamer, which sailed from this port on the 2nd instant for Saigon. "And will return to Hongkong?" queried his Worship. "No, it will proceed to Bangkok." "Then it will return to Hongkong?" anxiously enquired, Mr. Ball. "No, it will go from Bangkok to Singapore," replied the deputy-defendant. The Court was much relieved to hear from him later that, possibly the steamer will return to Hongkong after its call at Singapore. This led to Mr. Agassiz asking his Worship to remand the case sine die until the return of the Yunnan Maru, which a writ will be served on the comrade on board the steamer for his sins before

NEW FLATS FOR KOWLOON.

A LOAN FROM THE GOVERNMENT.

Among those who have recently received building loans from the local Government is Mr. H.M.H. Nemaze, the shipping merchant. The sum advanced to him is \$180,000 in respect of his property in Kimberley Road, Kowloon. The area is 25,000 square feet, and the rate at which the money has been advanced is five per cent. The loan was granted a month ago.
There are at present standing on the area two bungalows, the tenants of which have been given notice to quit. Work on pulling these down will commence very shortly, and in their place there will go up six houses of three flats each. Each flat will be four-roomed, and will be fairly large at that. Four-roomed flats, it may be mentioned, are not very common in Kowloon.
The present site was purchased by Mr. Nemaze some thirty years ago for a few cents a foot, but to-day it would fetch \$3.50 a foot. The cost of the new houses is estimated at \$195,000, and they will take a year before being ready for occupation.
In the ordinary way, the local Government might have advanced some three lakhs to Mr. Nemaze, on the basis of two-thirds of the value of the land, but less has been granted, we are told, as the Government wishes to give other individuals money for building in Kowloon.

AFTER 19 MONTHS.

THIEVING HOUSEBOY ARRESTED.

The story of the capture of a house-boy who nineteen months ago succeeded in removing, during the absence of his master from the house, crockery ware, clothing, etc., and managed to evade Police arrest at the time, was told us today.
The "boy" was in the employ of Mr. C. J. Thompson, of the Harbour Office. It was in March, 1919, at 2, Morton Terrace when Mr. Thompson, after leaving his house in the morning, returned home at 2 p.m. and discovered that his boy had cleared off with a quantity of clothing and various other articles, the whole being valued at over four hundred dollars. Before going, the boy, it appears, smashed a lot of crockery ware, and helped himself to refreshments, alcoholic and otherwise. Although the matter was reported to the Police, the boy was not apprehended.
Yesterday Mr. Thompson received secret information that the boy was working at the Peak signal station as a coolie, whereupon he, with detectives, went there last night at nine o'clock, and succeeded in arresting the delinquent.
When taken to the Police Station, the boy is said to have admitted stealing the things.

NEW WATERBOAT.

LAUNCHED AT KOWLOON YESTERDAY.

Yesterday there was launched at the Kowloon Docks another addition to the fleet of the Union Waterboat Company, whose managing agents are Messrs. Dodwell and Co. Her name is the *Tai Ng*, which brings the strength of the Union Waterboat fleet up to nine.
The christening ceremony was performed by Mrs. J. Johnstone, wife of the superintendent of the Union Waterboat Company, Limited, and there were also present Messrs. G. M. Dodwell, J. Johnstone, the superintendent, and C. Gerken, the Secretary.
Mrs. Johnstone was presented with a gold bangle in commemoration of the launching, and afterwards the health of the Waterboat Company was drunk.
There is another new boat on the stocks, which would have been completed by now had the materials arrived in time.

SHOP SITE CASE.

JUDGMENT FOR THE DEFENDANTS.

In the case in which the Kwong Sang firm of curio dealers, of the old Post Office building, sued Messrs. Nikko and Co., of the Hongkong Hotel, for \$1,000 damages for breach of contract to give the plaintiffs the premises at present occupied by Messrs. Brewer and Co., His Honour Mr. Justice J. R. Wood this morning delivered the following judgment:—

In this case, after considering the evidence, I am not satisfied that there was at any time a contract between the parties. The negotiating persons were a Chinese, who was anxious to acquire the use of new premises for his business, and a Japanese, who was desirous of letting his premises to a suitable applicant on the best terms obtainable. The negotiations were conducted in English, a language with which both men had a slender acquaintance. The important point in the negotiations arrived when the defendants' agent handed to the plaintiff a revised draft of a suggested lease. No doubt on receiving it the plaintiff honestly thought that he was accepting a final offer from the defendants, thereby completing an agreement for a lease, on terms settled by the draft, to be executed later. The Japanese witness who delivered the draft to the plaintiff has stated in evidence that he made it clear at the time that the delivery of the revised draft was not an offer of any kind but was merely an invitation to continue negotiations on the basis of the draft. I accept the good faith of all witnesses called on both sides. The onus of proving that an agreement was made between the parties rests on the plaintiff who claims damages for breach of agreement. This onus, in my opinion, has not been discharged. It seems to me not impossible that the parties misunderstood one another. Judgment will be entered for the defendants with costs.

DOUBLE FATALITY.

P. W. D. COOLIES GASSED.

Two coolies employed by the Public Works Department succumbed to the gas fumes whilst working in a man-hole at Soy Street yesterday. When efforts were made to restore them after their removal from the sewer, it was found that they were past medical aid. Death by asphyxiation was pronounced.

CRICKET.

STAFF AND DEPTS. v. I.R.C.

The following have been selected to represent the Staff and Depts. in the above match, arranged to take place at Sookunpoo Valley to-morrow, commencing at 2.15 p.m.—Capt. Tomory, Condr. Harding, 8. Sgt. Marsh, 8. Sgt. Long, 8. Sgt. Hollands, Cpl. Rhodes, L. Cpl. Filmer, Pte. Robson, L. Cpl. Spinks, Q.M.S. Maughan and Sgt. Wilkinson.

CADET COMPANY.

Orders for Cadet Company of the Hongkong Volunteer Defence Corp. by Lieut. A. J. M. Weyman state:—
Parade—The Company will parade at Headquarters on Monday, 18th inst., at 5.30 p.m. Dress: Drill Order.
Band—The Band will parade at Headquarters on Monday, 18th inst., at 5.30 p.m. Dress: Drill Order (with instrumental).
Class of Instruction—A Class of Instruction for N.O.O.s will be held at Headquarters on Thursday, 21st inst., at 5.30 p.m. Dress: Drill Order.

PROSECUTION OF MOTORIST.

EUROPEAN CHARGED.

Before Mr. Dyer Ball, at the Magistracy this afternoon, there came up on remand, the case in which G. H. Wilson, of Messrs. Robertson, Wilson and Company, was charged with driving his motor car, No. 92, in a manner dangerous to pedestrians on the Repulse Bay road, near Aberdeen, at 6.45 p.m. on the 23rd September.

Inspector Garrod, Traffic Officer, prosecuted, the accused being represented by Mr. D. H. Blake, of Messrs. Deacon, Looker, Deacon and Hamon. Sub-Inspector Davis, in charge of Aberdeen Station, deposed that on the day in question he was on duty on the road from Aberdeen to Repulse Bay when he saw the car being driven in a very fast manner towards the village from Repulse Bay. The speed was between 40 and 50 miles an hour. Witness held up his hand as a signal to the defendant to stop. The momentum of the car was such that a good many yards had been traversed before the car responded to the clutch and came to a standstill. The defendant asked the witness:—"What's the matter?" and witness replied:—"You are driving altogether too fast." "What if I am?" rejoined the defendant. "There is no speed limit here." The hearing was proceeding as we went to press.

DAY BY DAY.

To-morrow's Pictorial Supplement will contain several pictures of decided local interest, including a group taken at the wedding of Mr. P. P. J. Wodehouse and Mrs. Macfarlane; photos of participants in the recent Harbour Swim (Miss Ruby Young, Mrs. Richmond and Mr. J. R. Johnstone); a picture taken at the recent Catholic procession in Kowloon; and a photo of Mr. MacLachlan and Mr. Muir, the finalists in the Colony's Singles Lawn Bowls Championship.

The Chinese charged the other day with soliciting for immoral purposes was brought up before Mr. G. H. Orms this morning, when he produced the woman who had engaged him. The woman, Mary Howard, a Chilian, was bound over in a sum of \$100 for twelve months, while the Chinese was discharged. It was stated in evidence that the woman engaged the Chinese to question two naval men, at whose instance he was arrested. Mention was made that the woman would be deported by the Police from the Colony.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 3s. 11 1/4 d.

THE WEATHER.

2 p.m. Barometer:—29.84 Temperature:—80. Humidity:—68.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hollywood Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hollywood Theatre—5.15, 7.15 and 9.15 p.m.

NOTICES.

UNDERWOOD TYPEWRITERS.

"The machine you will eventually buy"

UNDERWOOD
STANDARD PORTABLE
TYPEWRITERSNew Stock just arrived. Full equipment, weight 5½ lbs.
less than half the price of the Standard office machine.

INSPECTION INVITED.

DODWELL & CO., LTD.

Machinery Department.

THE STANDARD LIFE ASSURANCE CO.

New Scheme for Children's Early Endowment:-

Principal features: Small Premium Liberal Surrender Value.
No Medical Examination. Return of Premium in the Event of
Death, and Numerous Options at the Age of 25.WRITE FOR PAMPHLET AND FULL PARTICULARS TO
DODWELL & CO. LTD. Agents.

EQUAL IN IMPORTANCE WITH THE

HOUSING PROBLEM

is the question of furnishing your home tastefully and
at the lowest possible cost. Contact us. We shall be glad to
help you. We also GUARANTEE to give lasting satisfaction.

HOP CHEONG

Complete House Furnishers.
Manufacturers & Exporters of High Grade Furniture.
Telephone No. 654. 33, Queen's Road Central.PUBLISHED ANNUALLY.
THE
LONDON DIRECTORYWith Postal and Foreign Editions.
Contains the names and addresses of all the leading firms and
individuals in the United Kingdom and the Colonies.MANUFACTURERS & DEALERS
In London and in the Colonies. The London Directory is
the most complete and reliable source of information for
business and social purposes.EXPORT MERCHANTS
The London Directory is the most complete and reliable
source of information for business and social purposes.STEAMSHIP LINES
The London Directory is the most complete and reliable
source of information for business and social purposes.DEALERS SEEKING AGENCIES
The London Directory is the most complete and reliable
source of information for business and social purposes.THE LONDON DIRECTORY, CO. LTD.
25, Abchurch Lane, London, E.C. 4, England.

BUSINESS ESTABLISHED IN 1814.

New Consignment of

"KODAKS"

Just unpacked today
Inspection Cordially Invited.

A. TACK & Co.

25, Des Voeux Road, Central.

METALS

of all kinds, especially for ship-
building and engineering works.
Complete stock. Best terms.
Immediate delivery.

SINGOM & CO.,

(Established A. D. 1880.)

HING LUNG ST. Phone 515

THERAPY

THERAPY

THERAPY

THERAPY

THERAPY

THERAPY

THERAPY

THERAPY

THERAPY

EARLIER TELEGRAMS.

THE CHINA CONSORTIUM.

London, Oct. 12.

The "Times" New York correspondent says that meetings with regard to the China Consortium will be held during the week beginning 11th October, expect on Tuesday. The British group is headed by Sir Charles Addis, the American by Mr. Thomas W. Lamont, the French by M. René de la Chaume and the Japanese by Mr. Takeuchi. Sixteen principal delegates represent four nations, while Frederick W. Stevens, the resident representative of the American group at Peking will also attend. The agenda involves wide discussion of China's general requirements, currency reform, development of railway transportation with the possible extension of the Hukwang project and a degree of supervision by Consortium representatives of the expenditure of the proceeds from the loans. Stipulations regarding political stability are required before the loans have been granted, including the disbanding of the standing armies, the granting of part of the loan proceeds to South China, etc. The requirements include that the surplus of the Salt Cabelle, Customs duties and other income be pledged as guarantee for the repayment of the loans. The Consortium will consider applications for membership from banking groups of other nationalities.

NIGHT RIDERS TERRIFY COTTON STATES.

London, Oct. 12.

A New York telegram states that night riders are spreading terror through the cotton states. They are men, mostly farmers, who have been bitterly disappointed in the expectation of the present cotton crop and are determined that no cotton will be ginned until price advances forty cents a pound. Picked companies sally out at night posting threatening notices at the ginners and fields and also leaving boxes of matches where they are sure to be seen by the owners, this being eloquent of the irate farmers' intentions than any other form of threat. The negroes are terrified, believing that it is a revival of the notorious KKK Klan, so it is almost impossible to get black labour to continue in the cottonfields.

SEPTUAGENARIAN MARRY.

Paris, Oct. 12.

The septuagenarians Anatole France and Camille Flammarion have married. Mlle. Emma La Prevotte and Gabrielle Renardot respectively. Mlle. Renardot for many years collaborated with M. Flammarion in some of his most famous works.

OBITUARY.

Stockholm, Oct. 12.

The death is announced of M. Petersson, Governor of the province of Stockholm.

CANTON AFFAIRS.

BUYING OFF MU.

The crisis at Canton remains unsettled, and the exodus to Hongkong continues. Canton Times says that agents of the Kwangsi leaders in Peking are working hard to obtain the support of Chang Tso-lin and Tsoo Kun, the two leading Northern warlords. Certain circles regard Peking's help as a sure way to opponents to the Cantonese forces are already selecting candidates for the principal offices in the Canton Government, including Lung Chen-chang for the civil governorship. The Kwangsi leaders in Nanning and Waichow are fighting their way to Canton. General Chen Chung-ming is reinforcing Bocco Tignis Forts. Plans are being made to meet the returning Kwangsi troops from Waichow by first taking Shikung in order to cut communications between Canton and the Kwangsi Army Headquarters in the East River districts. General Li Fooklum and others are watching the North and the West River points to prevent further arrival of Kwangsi troops at Canton.

No serious fighting is expected in Canton, as Mu Yung-hsien will not order fire as long as he and his men are able to hold out pending reinforcement; and if reinforcement fails to come soon, he will move out upon receipt of some funds from the Cantonese. To those who know the inside dealings, the movement of Mu Yung-hsien will not depend on local negotiations but on the events to take place or now going on in Peking and other quarters.

Two aeroplanes for Mu Yung-hsien are now being detained at Hongkong, according to a vernacular press report. These aeroplanes have been borrowed from General Chang Tso-lin and arrived at Hongkong by Kwang Sang, October 6.

Mu Yung-hsien has asked the members of the Canton Gambling Syndicate for a loan of \$150,000, but they have not complied.

Overseas Cantonese are wiring to Peking suggesting the abolition of the military governorship system, beginning with Kwangtung.

Yinglak was captured by Commander Chan Ka Yau of the Cantonese Army on October 7.

More than twenty Kwangsi troops were killed at Sin Tsun near Shik-

ling by members of the National Salvation Army while they were on their way back to Canton from Waichow on October 11.

Commander Liu of the gunboat Yung Keng was killed on October 6 by his crew who afterward declared independence from the administration of Mu Yung-hsien.

Commander Sun Pao-lao and his other Cantonese commander of the administrative force have communicated with General Li Fook-lum and Ngai Hong-ping, protesting against the recent extension of Commander Kwao, a Cantonese, and several members of his crew of the gunboat, Kwang On, because they refused to comply with his command to declare independence from the administration of Mu Yung-hsien.

In order to maintain the money market, Rear Admiral Tang Ting-Kwang the new Military Governor of Kwangtung, has ordered the Canton Mint not to export Cantonese subsidiary coins to outports, particularly Waichow and other Kwangsi cities.

Mr. Frank Lee has been appointed Commissioner for Foreign Affairs by the new Tsuchun and has assumed office in Hoonan yesterday, October 11.

Rear Admiral Tang Ting-Kwang has telegraphed Generals Chen Ching-ming, Li Fooklum, Ngai Hong-ping and Commander Chan Tak Chun advising them to stop fighting with the Kwangsi forces in order to restore peace on terms which are being negotiated with Mu Yung-hsien.

THE MONEY RAISED.

The Citizens Peace Committee has again communicated with Mu Yung-hsien urging him to instruct his Kwangsi troops to stop fighting in the East River districts. It was also stated that \$2,000,000 have already been raised to be ready to pay him off through Rear Admiral Tang Ting-Kwang, the new Tsuchun, if he will move his Kwangsi troops back to their native province.

The Citizens Peace Association has also communicated with Admiral Lin Pao-yi, the leading mediator, asking him to stop Mu Yung-hsien building so many fortifications in the city, as the amount of \$2,000,000 has already been raised to pay Mu for removing his Kwangsi forces away.

Another conference was held at the Citizens Peace Association afternoon of October 12. It was agreed that the net profits of the Canton Mint will be used to redeem the loan of \$2,000,000 to be contracted in order to pay off Mu Yung-hsien.

YACHT CLUB.

ANNUAL GENERAL MEETING.

The sixteenth annual general meeting of members of the Royal Hongkong Yacht Club was held at the Club house yesterday afternoon. Mr. Frank Smyth (Commodore) presided and with him were the Hon. Mr. A. R. Lowe, Captain T. Arthur, Messrs. R. E. MacDougall, E. W. Carpenter and D. K. Blair. A large number of members attended.

The Chairman said: Gentlemen,—the report of the various Committees and statement of accounts for the year ending August 31st, 1920, have been in your hands for upwards of a week, and I will therefore, with your permission, take them as read. We have had, as you will observe, a very successful season, from every point of view, and I may add that the future also promises well. During the year under review the Club received the addition of 73 new members, and the bathing facilities which the Club had to offer were again enjoyed by a full complement of temporary members. Turning to the account, the various items of expenditure and income are very clearly set out, and mostly explain themselves. I should remark, however, that the item for wages hardly compares so favourably with last year as would appear from the comparative figures given for 1918-19, when the whole expenditure under this head appeared as one item. We have this year been faced with extra expenditure to meet the increased services required of our staff, and have debited the sum of \$194.00 to bar account, it being felt that as this department absorbs so much of the attention of the Club's servants it should rightly bear a fair proportion of the expense of the establishment. The assets of the Club have been well maintained, and the comfort of the members has been considerably enhanced by the installation of electric light and fans, the latter being much needed, and highly appreciated by those using the Club house during the summer, and for bathing. The Club house, which remains at \$14,700.00 as per last year's accounts, has been kept in a thorough state of repair, and boats and cars, which, with the additions and renewals stand in at \$1,600.00, are considered to be well worth this figure. Outstanding subscriptions and cheques appearing as \$192.71 have been mostly collected, and no bad debts are looked for under this head. The usual number of debentures have also been redeemed, this item of liability being now reduced to \$15,050. The Club's sporting activities have, I am happy to say, been very successful. Entries for the various sailing events were both numerous and keenly contested, and some very close finishes resulted. It is to be regretted that the courses for the Championship events could not be more varied, owing chiefly to the absence of suitable winds, but it is hoped there may be an opportunity of remedying this during the coming season. A suggestion has been sent in by an old sailing member that some, at least, of the Club events might be started at 120 p.m., or even 1 p.m., so that longer courses might be sailed, and this matter will be submitted for the consideration of your new Sailing Committee. I would suggest as an alternative, and in order to give business members more time to make arrangements, that when westerly courses are decided upon the start be made from Murray Pier at, say 2 p.m., finishing as usual at the Club House, at North Point. The rowing men are to be congratulated on their successes during the season, particularly at Canton, and I heartily endorse the hope expressed by their Captain that they may retain the trophies won when the next struggle comes. I cannot, however, help thinking that if they wish to succeed they will have to indulge in more serious training than has been apparent for some time past, and in this connection I should like to see more use made of the practice tubs with a view to discovering new talent. The Club has amongst its members many very keen oarsmen and aspirants to racing honours, and to encourage tab racing I shall be very pleased to furnish suitable prizes in the discretion of the Rowing Committee for their boats at the next Regatta. (Applause). Further, in the fulfilment of a promise made at the last annual meeting, I shall also be pleased to defray the cost of the three new racing boats and complement of oars which, I understand, are necessary to suitably equip the rowing

NOTICES.

Tel. 1030.

GARAGE ACCOMMODATION

FOR PRIVATE CAR OWNERS

THIS IS OUR NEW SPECIALITY.

CARS GARAGED in TOWN - \$30 per month.

CARS GARAGED at PRAYA EAST or

WANCHAI - \$20 per month.

THESE PRICES INCLUDE CLEANING AND ORDINARY GARAGE DUTIES.

EXILE GARAGE

33 & 35, Des Voeux Road Central.

Tel. 1036.

HONGKONG.

Tel. 1036.

section for all contingencies.

(Applause). With regard to the future, the prospect is, as I have already said, a very bright one, and I do not think gentlemen, that with the material we have to work on we need fear the result to the Royals of any events our members may engage in. We do not expect to win everything, nor would it be good for us to do so, but where we lose we will at least give our opponents a good run for their money, and return stimulated and fresh for the next encounter. I cannot conclude without expressing regret at the passing of the old Corinthian Yacht Club, and in doing so, I wish to extend on behalf of the Committee of this Club, also in my own name, a very warm invitation to those who are not already members of this Club to enroll themselves on our membership. Whatever may have been the misunderstandings of the past, I can assure our friends of the C. Y. C. that for many years the Royals have had nothing but the kindest feelings for them, and that they are ready and anxious to welcome them as members of their Club to continue the friendly rivalry in Yacht Racing, which has done so much to stimulate the sport in this Colony. (Applause).

There being no question, the Chairman proposed the adoption of the accounts and report.

Seconded by Mr. A. Denison and carried unanimously.

In proposing the re-election of Mr. F. Smyth as Commodore the Hon. Mr. Lowe said: During the past year the Club has been very prosperous, due to Mr. Smyth's keenness and knowledge of the needs of the Club. On each of the three separate occasions on which Mr. Smyth has been Commodore he has always led the Club to the fore and in the best position. I am sure that in re-electing him we could not have done a better thing in the interests of the Club.

Seconded by Captain Arthur, the proposal was carried unanimously.

In thanking Mr. Lowe for his kind remarks, Mr. Smyth said that whatever he had done had been performed with the greatest pleasure. He did not think there could be better thanks to him than the feelings that what he had done had been appreciated.

The Chairman proposed the re-election of Mr. Lowe as vice-Commodore, saying that Mr. Lowe's services were not known to the general membership but he could assure the meeting that Mr. Lowe's activities had been responsible in a great measure for the proud position of the Club.

Seconded by Mr. Carpenter, the proposal was carried unanimously.

The Chairman: I have much pleasure in proposing the re-election of Mr. MacDougall as Hon. Secretary and Treasurer. Mr. MacDougall has done much work for the Club, and as he is willing to serve as Secretary and Treasurer again I don't think we can do anything better than to re-elect him to the post.

Mr. Lowe seconded the motion which was carried unanimously.

The following were appointed to form the Sailing Committee: Captain T. Arthur, D. K. Blair, Commodors Smyth, G. G. Wood, H. S. Rouse, A. W. van Andel.

The following were elected to serve on the General Committee: Commodore Bowden Smith, Esq., Capt. T. Arthur, Mr. D. K. Blair, Mr. G. G. Wood, Mr. E. W. Carpenter, Mr. J. F. McCann, Lt. Col. Hurst and Mr. V. G. Smyth.

The following were appointed to serve on the Rowing Committee:

Messrs. W. Carpenter, J. H. McCann, Lt. Col. Hurst, F. Graham, V. G. Smyth and T. P. M. Bavan.

Mr. McCann, on behalf of the Rowing Committee, thanked Commodore Smyth for having presented the boats to the Club. Members had used them a good deal and had a good time, and it was only proper that they should signify their appreciation.

The Chairman thanked those present for their attendance and expressed the hope that next year the Club would be able to present better results than those of this year. He wished to announce that arrangements had been made for the opening cruise and the Rowing Committee would do what was necessary for the rowing season. The difficulty with regard to the opening cruise appeared to be to avoid the clashing of the fixture with the Ministering Children's League's fete, the Interport cricket match and the Gymkhana. The date would be decided later and members would be notified as soon as possible. In the meantime if members had any suggestions to make in connection with the entertainment of the visitors and children at the opening cruise, would they kindly put them forward.

There being no other business, the meeting adjourned.

CHAMPAGNE-LOVING MINERS.

WEEK-END "BURSTS."

A recent case before the Pontypool magistrates, in which a collier was stated to have spent £102 on drink in three weeks offers an illuminating insight into the Welsh miner's capabilities with the tankard and the pintpot.

With a "light preference" perhaps for his whippers, the average Welsh miner loves his beer above everything else, and his threats are wild and vivid when "Ponypool" is on the prowl.

The week-end takings at popular houses run into hundreds of pounds. They are exceedingly however, by the takings at the workmen's clubs which have sprung up like mushrooms, for there the beer is cheaper. These clubs have made serious inroads into the prosperity of the hotel-keepers.

VARIABLE "BEER MONEY."

An expenditure of two or three pounds a week on drink is common with these colliers. A certain part of their earnings down the mine are set apart week by week by a section of the men under the heading of "beer money." This amount is swollen or diminished according as to whether times are prosperous or the reverse.

Often there is a "big burst" at the week-end with motor trips to the seaside—sometimes in the collier's own car, for a number of them now sport Ford—or a day time at Cardiff.

In one of the noted restaurants in Cardiff one might be seen a party of young Welsh miners quaffing champagne. Best seats, a feast and winning well don't leave these young men much change out of a £5 note for their out.

BUNDLES OF TREASURY NOTES.

A matter of comment to the booking-clerks at Welsh stations during the holiday rush was the number of men who appeared at the ticket windows with bundles of Treasury notes in their hands. It is so with the week-end trips. A party of colliers will hire a car and drive down to the sea, and few hours even though it runs them into £20.

NOTICES

Lauder

will put
a laugh in
your life
if—you let us
put a

Victrola in your home



SOLE AGENTS

S. MOUTRIE & CO., LTD.

Tel. 527.



JAMES STEER.

9, JOE HOUSE STREET.
WATCHMAKER AND JEWELLER.CHRONOMETERS, CLOCKS, WATCHES AND NAUTICAL
INSTRUMENTS REPAIRED UNDER MY
PERSONAL SUPERVISION.

TEL. 2377

TEL. 2377.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
HARDWARE MERCHANTS.
25, WING WOO ST.
CENTRAL.

PHONE NO. 1116.

LENGTHEN THE LIFE
OF YOUR PIANOby having AN EXPERT do your tuning
REGULARLY at a small annual fee

TSANG FOOK PIANO CO.,

Tel. No. 2127.

94A, Wanchai Road.



SUPERIOR GLASS WARE & CUT GLASS

LATEST DESIGNS AND
EXQUISITE WORKMANSHIPFRESH SHIPMENT OF TUMBLERS,
GLASS HOLDERS, CONTAINERS, Etc.

FOR

THE HOME AND THE TRADE

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM"

ST. ANDREW'S
SOCIETY.ANNUAL MEETING OF
MEMBERS.

The annual meeting of the members of the St. Andrew's Society was held at the City Hall yesterday afternoon, when there were present Messrs. G. M. Young (in the chair), G. M. Shaw, G. Hogg, John Macdonald, J. Reid, T. F. Hough (Committee), R. J. Patterson (honorary secretary), A. M. Duncan Wallace (honorary treasurer), the Hon. Mr. John Johnstone, A. O. Lang, K. E. Greig, J. L. Crockett, G. W. Paton, D. Templeton, A. Stevenson, Dr. G.D.R. Black, L. M. Whyte, F.M. Crawford, J. Ormiston, W. J. Morrison, J. Mac Morris, T. G. Morrison, W. D. Fiddle-Wilson, J. H. Kynoch, W. M. Pittendrigh, W. Fleming, G. Stark, W. Rudge, W. G. Lawson, D. Gow, D. G. Nicoll, J. E. Hamilton, W. W. Johnston, D. Mc Neill, J. O. MacLachlan, J. Foulds, J. H. Gordon, W. Weir, J. A. Clark, J. Duncan, J. L. McPherson, J. Rodger, A. Macfarlane, W. Brown, W.G. Gerrard, A. R. Austin, and others.

The Chairman said: The report and accounts having been in your hands, gentlemen, I will take them as read. Turning to the report, it will be noticed that the proceeds of the Heather Day celebration have now been distributed, and there only remains to place on record our gratefulness to Sir Charles Addis for the time and trouble he has spent on our behalf in this connection. Before passing on, however, I must point out that there is a slight error in the amounts stated as given to the two infirmaries, both should read £11,048 17s. 1d. We deeply regret to record the death of two past Presidents, Mr. S. C. Ross 1911-12, a gentleman who gained the respect and affection of all who were acquainted with him, and Mr. A. G. Gordon, 1915-17, whom we all loved. He had the bright outlook on life, which declined to be depressed, and with his cheery manner and rare gift of story telling drove many a dull moment from the lives of his friends. To their relatives we extend our profound sympathy. The J. R. M. Smith scholarship was won by Miss Agnes McNeill, of the Keweenaw British School, whom we all congratulate. As regards the accounts I think these are quite clear, and call for no further comment, except perhaps that we may congratulate ourselves on the larger increase of subscriptions over last year. There is a further subject which will appeal to all Scotsmen. There are now in Hongkong about four hundred members of the Society, and doubtless numerous other Scotsmen who are not yet members. There is also a Scottish Company of the Hongkong Volunteer Defence Corps, which might well become, and probably will become, the centre of the athletic world here. The necessary Volunteer drills are only ten per annum, in addition to three days' camp, which can be done in two week ends of Saturday afternoon, and all Sunday. Why should not the Scottish Volunteer football teams, golf teams, etc., be the leaders of each branch of sport? They would certainly stand a good chance if more joined the Scottish Company, thereby making it the crack Company and containing the elements able to successfully compete in all branches of sport. For the first time on record there is a good chance of having a Pipe Band as already three skilled pipers are with us, and it is hoped they will be given the chance of piping to a full company. Any further particulars required can be obtained after this meeting from Mr. Gordon.

The adoption of the report and accounts was seconded by Mr. Austin and passed unanimously.

The Chairman: As you are aware, Mr. John Macdonald is the Vice-President. He prefers to go home on leave than to stand for election as President this year. In his place I wish to propose Mr. Johnstone as President.

On it being seconded by Mr. Macdonald, it was unanimously approved.

Hon. Mr. Johnstone:—I greatly appreciate the feelings which have prompted you to ask me to accept the position of President of this Society for the coming year, the more so because I realize that this compliment may be taken as something in the nature of a farewell offering. I thank you, Mr. Young, and you also, Mr. Macdonald, for putting me forward, and my pleasure in accepting the greatest honour you could pay a Scotsman is considerably enhanced by reason of the fact that I have been chosen on the proposal of (if I may say so) our ancient enemy.

SHANGHAI'S OUTLOOK.

A BRIGHT FUTURE.

The Commissioner of Customs at Shanghai, in his report of 1919, says:—If the remarkable record of the commerce of this port in the year under review can be considered prophetic of the future, Shanghai stands upon the threshold of an era of unprecedented expansion and prosperity.

The year 1919—the first in the period of reconstruction and readjustment after the tremendous upheaval of the war—was, for Shanghai, a most prosperous one. The gross value of the trade of the port reached the record total of 768 million Hai kwan taels, and, allowing for the fact that present universal price inflation makes value alone an unsafe criterion of trade, this figure represents, with a few exceptions, a volume of commodities equalling or exceeding ante-bellum standards.

The increases of the year were well balanced; foreign, coastwise, and transit trade and shipping all registered distinct gains over the preceding year, as will appear from the more detailed discussion of each in this report and from a study of the appended tables of statistics.

The material progress of Shanghai was reflected in the continued prosperity of her large industrial enterprises and the establishment of new ones. Cotton mills produced to their utmost capacity and made handsome profits. The dockyards had all the work they could handle, while the flour mills and minor industries had a uniformly successful year. Several new manufacturing projects, including a new steelworks, a glass factory, a cigarette factory, and an oil mill, were organized during the year. Other evidences of the expansion of Shanghai are seen in the establishment of many new business houses, foreign and Chinese; the widespread building operations; the proposed additions to the public services, particularly to the electricity plant; and the increase of the population.

In fact, the very growth of this port has brought with it many serious problems of congestion. The harbour authorities are hard pressed to find sufficient berthing space for shipping; the regulation of the street traffic is becoming daily more difficult; tramcars are overcrowded to an insanitary degree; and the lack of adequate housing accommodation for Chinese and foreigners is almost acute.

SHELL SHOCK.

A COMMITTEE OF INQUIRY. Lord Southborough, who moved in the House of Lords earlier in the year for the appointment of a committee to inquire into the expert knowledge derived from experiences of the late war in regard to shell-shock, has been appointed chairman of the War Office Departmental Committee.

By their terms of reference the Committee are appointed to consider the different types of hysteria and traumatic neurosis, commonly called "shell-shock," to collate the expert knowledge derived by the service medical authorities and the medical profession from the experience of the war, with a view to recording for future use the ascertained facts as to its origin, nature, and remedial treatment, and to advise whether, by military training or education some scientific method of guarding against its occurrence cannot be devised.

"Taikoo"—(Laughter and applause).

The Chairman proposed that Mr. A. O. Lang be elected Vice-President.

Dr. Forsyth's name was also proposed.

On a show of hands, Mr. A. O. Lang was elected.

On the proposal of the Chairman, seconded by Mr. Stevenson, the election of Mr. Duncan Wallace as honorary treasurer and Mr. T. Hill as Secretary for the ensuing year was unanimously approved.

The following were elected to serve on the Committee.—Messrs. K. Greig, J. L. Crockett, N. S. Marshall, Dr. Black and G. M. Shaw.

The Chairman: I beg to propose that "Ball, similar to last year's, be held on St. Andrew's Day, Tuesday, the 30th November. This was agreed to.

A vote of thanks to the President, moved by Mr. Johnstone, concluded the meeting.

LONDON'S PLAGUE SPOT.

SLUM WHICH THE QUEEN CALLED "TERRIBLE."

Eighteen months ago the Queen, going on foot through the "by-ways" of London, was so appalled by the housing conditions in the notorious Brady-street area at Bethnal Green that she could only exclaim, "Terrible! Terrible!" If she revisited it to-day she would find little difference in this plague spot, and that for the worse. More grime has collected on the walls, the juvenile population has increased, and the returned ex-service men have added to the congestion in the homes.

The inhabitants still exist in the same inadequate hovels, brightened, maybe, by a patch of paint outside, but sunless, airless, and squalid. When the sun does steal feebly down the street the people bring out arm-chairs and sit on the pavement, and the children make the narrow alleys their playground.

TEN SLEEPERS IN ONE ROOM. Perhaps the most distressing spot in this neighbourhood may be found in Neath-place, a mere lane leading off Brady-street, which the Queen included in her tour of inspection. With outspread arms one could, in places, span it from wall to wall. Its huddled roofs give a meagre ration of sunshine to the thoroughfare, and what air there is comes in the form of a draught blowing through the dark tunnel at its farther end, and keeping the dust and street litter in constant commotion. One can scarcely walk along the strip of pavement for the many toddling children, to whom it is their nursery.

Calling at No. 2, Neath-place, a *Daily News* representative found Mrs. Eliza Noon, who, on the occasion of the Queen's visit had the honour of entertaining her in the humble dwelling. Her house consists of two rooms, one upstairs and one down, a narrow-stepped stair curving at a steep pitch connects the floors. If the Queen was shocked to discover that Mrs. Noon and her seven children slept in one room, what would she think now that Mrs. Noon's husband, demobilized from the Army and a new baby, have brought the number of inmates up to ten?

Mrs. Noon said that nothing had been done to improve their conditions since the Queen saw them. Indeed, the house was in a worse state of repair.

PEOPLE WHO ARE CONTENT. But the most appalling discovery *The Daily News* representative made was that several of the inhabitants in this area were perfectly satisfied with their conditions. "Some of them say they are quite comfortable, and they don't want to go elsewhere," said Mrs. Noon, and her statement was confirmed by one or two of the neighbours. In such an environment contentment seemed a positive crime.

Some time ago a scheme for the reconstruction of the area was proposed by the local authorities, and on July 1 the Ministry of Health instituted an inquiry. The London County Council say they are still awaiting the Ministry's finding, and the Ministry declare that they are awaiting a valuation of the property from the Inland Revenue. And there the matter stands.

"MOST MORAL CASINO."

CLAIM OF A NORMANDY RESORT.

Villers-sur-Mer, the little seaside resort in Normandy five miles from world-famed and luxurious Deauville, possesses a casino which can claim to be the most moral casino in France.

This little casino belongs to the wife of a Paris architect, who having for a year failed to make a living, decided to run the casino. She enlisted the local priest as her assistant in organising fetes there, and musical and theatrical events are given for the benefit of local charities.

Each concert includes sacred music, and though dances are organised several evenings a week, tango, two-steps, fox-trots and other modern dances are forbidden, while ladies are not admitted in low-necked dresses.

No alcohol is served at the bars, only temperance drinks being obtainable. Gambling is not forbidden, but 20 francs is the maximum stake at the pettocheaux tables, and the maximum at baccarat is 50 francs.

In spite of all these restrictions the managers of the casino say she is making very handsome profits.

NOTICES

LANE, CRAWFORD & CO.

FOR



OAKMORE BOOTS & SHOES

There is nothing quite so dependable as OAKMORE BOOTS or SHOES. Fitting exactly, they yield the fullest support, and they are skillfully made to give comfort and service. Hard wear does not alter their shape.

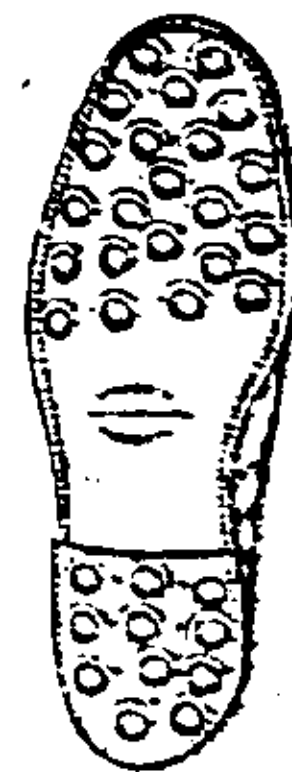
We have a varied stock in Black and Tan Boots and Shoes in Willow Calfskin, Glace Kid, Pigskin and Serome Calf.

MCAFFEE'S BROGUE SHOES



They give a perfect grip. Ideal comfort in walking.

Splendidly made in every detail.



DRIPED, THE SUPER-LEATHER FOR SOLES, IS WATERPROOF, LIGHT AND HARD WEARING.

INFLUENZA

COLDS, CATARRH, &c.

In view of the prevalence of above, we are now manufacturing in our own laboratory from ingredients suggested by eminent medical authorities

NASALENE

Put up in two forms:—Ointment and Spray.

These preparations we can thoroughly recommend as a prophylactic in INFLUENZA being easy and simple in use.

Ointment in pots or tubes... 60 cents.
Sprays Solution... \$1.00 each.
Sprays for Solution... \$2.50 each.

A. S. WATSON & CO., LTD.

Manufacturing Chemists, Hongkong.

FRENCH LESSONS.

G. MOUSSION,

15, Morrison Hill Road.

JUST ARRIVED

A FRESH CONSIGNMENT OF YARDLEY'S

HIGH CLASS ENGLISH SOAPS, PERFUMES,

AND OTHER TOILET PREPARATIONS.

THE COLONIAL DISPENSARY

14, Queen's Road Central.

Tel. No. 1877.

FEUERHEERD'S ROTORS.

THE LATEST REVOLUTION IN PUMPING

DWARF
IN SIZEGIGANTIC
IN CAPACITY

Two working parts only.

Entirely British.

Stock Carried.

SOLE AGENTS

UNION ENGINEERING CO., LTD.

York Building.

Chater Road

HOW TO GROW HOUSES.

MUCH SIMPLER THAN MUNITIONS.

Writing in the *Daily News* Sir Leo Chiozza Money says:—
Fame does not bluish to own the existence of a philosopher who discovered that the problem of poverty can be solved by providing the poor with means instead of weeping over their unnecessary existence. The time is ripe for a similar discovery concerning what we are pleased to term the Housing Problem. It is in the housing problem can be solved—by building houses.

If this had dawned upon our legislators, say, at the beginning of the twentieth century, we should have been spared several Housing Bills, and the building industry would be much larger than it is.

Suppose that when war came we had passed into law Acts of Parliament concerning the size and quality of munitions, if and when made, and then had left it to private or municipal enterprise to make munitions or not, as it pleased them, within the conditions laid down. The result would have been a scanty supply of munitions, or no munitions at all. That is precisely what we have done with housing all along. The central and local authorities between them have devised conditions and regulations concerning housing, and waited for the houses to appear. The result was shown in the Census of Production of 1907, which proved that in a year of good trade the value of all new domestic dwelling-houses of all classes erected was not more than £25,000,000, if as much. If in 1907 the nation had erected 200,000 houses at £400 each, new building of this kind alone would have amounted to £80,000,000, by which we can gather how inadequate was the building actually done.

NOT TO BE DENIED.
When we wanted munitions of war we made them. If there were not factories enough to produce the munitions we built the factories. If there were not machine tools enough to fit up the factories, we made the machine tools. If we had not enough machine tool works, we either constructed more or imported machines. If there was not material to feed into the machines, we bought the material. If there was not enough labour to work the machines, we trained new labour. We considered it an urgent case in which "No" could not be taken for an answer.

The Ministry of Munitions did not begin work until the middle of 1915 and the war ended about three years later. In two years the Ministry of Munitions worked miracles in organising the munitions making.

Now turn to housing. The date of Armistice was Nov. 11, 1918. It is now the beginning of August, 1920, and two years of peace will soon have elapsed. Where are the houses? They have not arrived like the munitions because we have not insisted upon making them. When it was a case of shells and guns we laughed at difficulties, although the difficulties were real. Now that it is a case of housing we pretend that there are difficulties, although the building of a cottage is child's play as compared with the building of a tank or aeroplane.

A REAL HOUSING MINISTRY.
Have we a Ministry of Housing in the sense that we had a Ministry of Munitions? We have not. We have, however, a very useful Department known as the Office of Works, which did actually in the war, at Well Hall and elsewhere, build houses for munition workers, and which did it in first-class style, whether from the financial or artistic point of view.

And we may take note of the fact that the Office of Works is now actually building houses for Camberwell, and for Shore-ditch, and for Bedford. But only because those places are responsible for the finance of the scheme. The Office of Works is acting as building contractor and architect, and in these instances is doing splendid work. But its operations, be it observed, are limited by the financial powers of

CHILDREN WHO ARE GIVEN AWAY.

PARENTS' RIGHTS OVER ADOPTED OFFSPRING.

In view of the increasing number of people who adopt children, the question is asked whether the state of the law regarding the right of parents to reclaim their offspring is as well known as it ought to be. There was an illustration at the Willesden Police Court recently when a man told the magistrate that he had adopted a boy seven years ago, and now the mother was attempting to kidnap the boy. The magistrate decided that the mother had a right to the child.

The mother, who appeared in court, said that seven years ago she believed she was dying, and in response to an advertisement that a wealthy lady was willing to adopt a boy she sent her child to a given address. She did so because she believed she had only a few days to live. Since getting better she had attempted to trace the boy, and recently she found him living in one dirty room with a man.

In deciding that the mother was entitled to the custody of her child the magistrate appears to have acted in conformity with previous decisions. "A authority who has had considerable experience of cases where parents after surrendering their children claimed them again explained to a *Daily News* representative yesterday that if the child was under 14 a magistrate would certainly grant custody to the parents. "Even where the foster-parents are respectable and the father or mother thoroughly bad, this is generally done. Where the child is over 14, and the circumstances and characters of the adopted and the real parents are equal, the Court usually consults the wishes of the child.

"In many ways," said this authority, "the law regarding adoption is notoriously weak, and there is talk of legislation to strengthen it. It is suggested that the law might be amended so that parents, having once signed an agreement, should have no further rights over adopted children, and also that a child should be entitled to inherit the property of a foster-parent who has died without a will."

The Local Authority. There is no national housing fund, as there was a national munitions fund in the war.

THE GOLDEN KEY.
Here we come to the essence of the matter. The Government in war knew that munitions were important enough to finance nationally. The Government in peace does not consider housing important enough for similar treatment. The municipalities are going round with the hat, and spending enormous sums in advertising. The cost of a row of houses is being thrown away every day in gaudy posters and newspaper advertisements and clerks' wages.

In the four years of the war we lost 600,000 men. In the same four years more than 600,000 persons in this country died premature deaths through town-bred diseases, the direct result of bad housing. The war casualties have largely ceased, but the casualties of peace are in full swing—"business as usual." And not only lives are being thrown away, but the happiness of millions is destroyed, and conditions are truly pitiable. No German, living or dead, ever inflicted upon us one ten-thousandth part of the misery that is being endured at this moment through bad housing.

There is no "housing problem." There is only a rooted disinclination to build houses on a national scale, as we made munitions on a national scale.

At present the problem is being played with, for the houses in sight are not enough to house the additional population which has accumulated since housing ceased, and before then there were serious arrears. Also, a large proportion of our existing houses are death-traps for their inhabitants. The need to pull down a dirty house and build a beautiful clean one in its place is not a problem, but a duty.

NOTICE.

I, George Thomas Money Edkins, Officer for the Registration of ships for the China Navigation Company, Limited, hereby give notice that in consequence of a wish to have the below-mentioned steam launch of which they are the owners to carry a similar name to other steam launches of the China Navigation Company, Limited, I have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the steam launch "Shamoen" of Hongkong official number 120,975 of gross tonnage 24.08 tons, register tonnage 16.33 tons for permission to change her name to "Taikoo Yung" and to have her registered in the new name at the port of Hongkong as owned by the China Navigation Company, Limited.

Any objections to the proposed change of name must be sent to the Registrar of Shipping at Hongkong within seven days from the appearance of this advertisement.

Dated at Hongkong, this 15th day of October 1920.

GEORGE THOMAS MONEY EDKINS

Officer of the China Navigation Company, Limited.

for the Registration of Ships.

NOTICE.

CATHOLIC CATHEDRAL HONGKONG.

Celebrations in honour of the canonization of St. Margaret Mary.

Friday, 15th October.

5.30 p.m. Rosary; Sermon in Chinese; Benediction.

Saturday, 16th October.

5.30 p.m. Rosary; Sermon in Portuguese (Very Rev. Fr. Nunez); Benediction.

Sunday, 17th October.

8 a.m. Pontifical Mass (General Communion).

4 p.m. Rosary.

4.30 p.m. Procession (along Caine Road, Peel Street, Mosque Street, Robinson Road and Albany Road).

5.30 p.m. Sermon in English (Rev. Fr. O'Shea); American Catholic Mission, Kwangtung).

Te Deum.

LESSONS IN CHINESE.

MR. ALAN HAN, a Chinese scholar, resident in Hongkong, has been a teacher in the Chinese language for many years. He has a special knowledge of the Chinese language, and is well qualified to teach the Chinese language to Europeans and Americans. He has a special knowledge of the Chinese language, and is well qualified to teach the Chinese language to Europeans and Americans. He has a special knowledge of the Chinese language, and is well qualified to teach the Chinese language to Europeans and Americans.

HONGKONG LAWN BOWLS LEAGUE.

Closing Contest & Presentation of Prizes.

Winners (Kowloon B.G.C.)

V. Rest

at Kowloon on Saturday 16th inst. at 3.30 p.m.

All bowlers invited.

J. N. R. ALLAN.

Hon. Secretary

K.B.G.C.

THE CHINA SPECIE BANK LTD.

HEAD OFFICE:

St. George's Building, Hongkong.

Chairman of Board of Directors

Mr. Wong Shiu Ham

Chief Manager... Mr. L. S. Holm

Asst. Manager... Mr. K. T. Wong

Foreign exchange and general banking business transacted.

Current, Savings, and Fixed deposits bear interests at rates 2%, 4%, and 5% respectively.

L. S. HOLM.

Chief Manager

BANQUE INDUSTRIELLE DE CHINE

FRENCH GOVERNMENT LOAN 6% 1920

NOMINAL VALUE : 100 Francs

PRICE OF ISSUE : 100 Francs

Interest payable twice a year on 16th June and 16th December.
First instalment due on 16th December, 1920.

THE SUBSCRIPTIONS WILL BE RECEIVED BY THE BANQUE INDUSTRIELLE DE CHINE FROM 10-DAY up to the 25th November, 1920, free of commission and telegram charges, and the most favourable rates of exchange will be quoted for the payments made in local or any other currency.

For full details and particulars apply to the BANQUE INDUSTRIELLE DE CHINE, STOCK DEPARTMENT.

Queen's Buildings.

6, Chater Road,

HONGKONG.

You can depend

upon receiving prompt and courteous service when you place your order with The Queen's Dispensary for Drugs and Pharmaceuticals.

You can also depend upon our prices being the lowest, consistent with quality, which is our first care.

QUEEN'S DISPENSARY

Harper & Co. Ltd.

Tel. 492.

St. George's Building.

HONGKONG VOLUNTEER DEFENCE CORPS.

No. 6. Administrative Orders by Lieut-Col. L. G. Bird, D.S.O. Administrative Commandant.

Thursday, 14th October, 1920.

1. Parades. - The Infantry Battalion less Reserve Platoon and Machine Gunners will parade at Headquarters on Monday 1st November, at 5.30 p.m.

Dress. Drill order.

Attendance. Strong as possible.

Mounted Section will parade with Light Infantry Platoon.

2. A Class of Instruction for Signallers and Lewis Gunners will be held at Headquarters on Tuesday, 19th instant, at 5.30 p.m.

Dress. - Plain Clothes, but Signallers parade with Rifle and Side Arms.

3. Camp. - Camp for INFANTRY BATTALION will be held for this Season on the last week end in November and 1st and 2nd week end in December.

Minimum attendance for members THREE DAYS.

4. The following extract from ARMY COUNCIL INSTRUCTION No. 538 of 1920 is published for information:—

Territorial Force Instruction No. XXX.

Definition of Trained men.

The following men will be regarded as trained men:—

(a) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920.

(b) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(c) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(d) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(e) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(f) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(g) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(h) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(i) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(j) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(k) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(l) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(m) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(n) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(o) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(p) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(q) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(r) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(s) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(t) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(u) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(v) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(w) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(x) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(y) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(z) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(aa) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ab) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ac) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ad) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ae) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(af) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ag) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ah) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ai) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(aj) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(ak) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

(al) Men who have served for not less than six months during the war of 1914-1919, and who re-enlist into the same arm or branch of the Territorial Force on or before 31st December, 1920, or within 18 months of their discharge from any of His Majesty's Forces in the same arm or branch of the Territorial Force.

A. D. C.

"GOLDEN DOOM."

"GLITTERING GATE."

"LOST SILK HAT."

"COMPROMISE OF THE KING."

THURSDAY, October 28th.
SATURDAY, October 30th.

at 9.30 p.m.

in aid of

THE FAMINE FUND

Under the Patronage of:—

H.E. Sir REGINALD EDWARD STUBBS, K.C.M.G.

H.E. Major General F. VENTRIS, C.B.

H.E. Commodore W. BOWDEN SMITH, C.B.E.

Hon. Mr. LAU CHU PAK.

Hon. Mr. HO FOOK.

ADVANCE BOOKING October 22nd.

GENERAL BOOKING October 22nd.

at MOUTRIE'S.

WISEMAN LTD.

TEA DANCES

Tuesday October 19th

and

Thursday October 21st

DINNER DANCE

on

Saturday October 23rd.

Tickets for Tea Dance \$1.00

Tickets for Dinner Dance \$1.50

The above charges do not include meals and refreshments.

Manager D.M. GODDALL.

NEW ADVERTISEMENTS.

REPULSE BAY HOTEL.

SATURDAY 16th OCTOBER 1920

CABARET DINNER DANCE.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES.

LONDON SERVICE

(Direct)
 "THRESIAS" 21st October London, Amsterdam & Antwerp
 "ATREUS" 16th Nov. London, Rotterdam & Antwerp
 "ELPENOR" 23rd Nov. London, Amsterdam & Hamburg
 "ADAPENOR" 1st Dec. London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "PHLEUS" 26th October Genoa, Liverpool & Glasgow
 "IDOMENEUS" 1st Nov. Marseilles, Havre & Liverpool
 "TELEMON" 2nd Nov. Liverpool
 "ANTIOCHUS" 13th Nov. Genoa, M'les, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TEUCER" 20th October Victoria, Seattle and Vancouver
 "IMION" 16th Nov.
 "TALTHYBIUS" 7th Dec.

NEW YORK SERVICE

(via Suez or Panama)
 "TYDEUS" via Panama 24th November.
 "THRESIAS" 21st October for London direct
 "IDOMENEUS" 1st November for Liverpool via Marseilles
 "PYRRHUS" 1st December for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE
AGENTS.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

From SOURABAYA,
BATAVIA, SINGAPORE &
SAIGON.The Steamship
"CADARETTA"

having arrived on October 13th from the above mentioned ports, consignees of cargo are hereby notified that they must take immediate delivery of same along-side, and all cargo impeding discharge will be landed at their risk and expense into the hazardous Godowns of the Messrs. Frank Waterhouse & Co. Yammat Shetler, and at consignees' risk.

Consignees must produce an Import Permit before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be landed in Frank Waterhouse & Co's godowns, where they will be examined by Messrs. Carmichael & Clarke on Oct. 18th, at 2.30 p.m.

All claims must be presented within 10 days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be admitted after the goods have left the steamer or godowns. Goods remaining undelivered after Oct. 20th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,
Operators U. S. Shipping Board,
Hongkong, 13th October, 1920.

CONSIGNEES.

HOLLAND-OOST AZIE LIJN.

(HOLLAND-EAST ASIATIC SERVICE)

NOTICE TO CONSIGNEES.

From AMSTERDAM, ROTTERDAM, HAMBURG & GENOA.

The Steamship

"KANGAEAN"

having arrived from the above ports, consignees of cargo by her are notified that all goods are being landed at their risk into the hazardous and/or extra-hazardous godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 21st October, 1920 will be subject to rent.

All broken, chafed and damaged packages are to be left in the godowns, where they will be examined on 20th October, 1920 at 10 a.m. by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within ten days after arrival of steamer, otherwise they will not be recognised.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by

JAVA-CHINA-JAPAN LIJN,
General Agents,
Hongkong, 14th October, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

PACIFIC MAIL S.S. CO. LTD.

S.S. "LAKE FARMINGDALE"

From RANGOON via PETAUNG, SINGAPORE, SAIGON AND MANILA.

The above mentioned vessel having arrived from the above mentioned ports, Consignees of cargo are hereby informed that they must take immediate delivery of same from alongside, and all cargo impeding discharge will be landed at their risk and expense into the Pacific Mail Steamship Company's Godowns at West Point and stored at Consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on October 19th at 10 a.m.

All claims must be produced within a week of the steamer's arrival here after which they cannot be recognised.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after October 20th will be subject to rent.

No fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.
As Operators, U. S. Shipping Board,
Hongkong, 13th October, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The U. S. S. B.

"WEST HEPBURN"

having arrived from San Francisco and ports on October 10th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co. Ltd., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, October 14th, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Thursday October 14th, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors prior to the above date.

All claims must be presented within a month of the steamer's arrival here, after which they will not be recognised.

No claims will be admitted after the goods have left the Godowns.

All goods remaining after October 17th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO.,
Agents,
Hongkong, 13th October, 1920.

W. S. BAILEY & CO., LTD.

ENGINEERS & SHIP-BUILDERS, HOK UN KOWLOON.

HARBOUR REPAIRS

Call Flag "L"

Sole Agents for
"KELVIN MOTORS."
Motors from 12 H.P. to 50 H.P. now in stock also spare parts.

Works ... Tel. K.21.
Manager ... K.329.
Secretary ... K.369.
Harbour Engineer ... K.28.
Telegrams "SEYBOURNE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"SAMARANG MARU"

From JAPAN

Consignees of Cargo are hereby informed that all goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 9th inst.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All claims against the steamer must be presented to the Under-Signed on or before the 25th inst. or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL & CO., LTD.,

Agents,

Hongkong, 11th October, 1920.

SHANGHAI SHIPPING.

FALL IN COAST RATES.

The Customs trade report regarding Shanghai for the year 1919 states—

The total tonnage of vessels entering and clearing at Shanghai during the year—18,500,000 tons—was an increase of 32 per cent. over the figure for 1918, which, however, was the lowest in 15 years.

More significant than this comparison is the fact that the year's tonnage represents a return to ante-bellum standards, being equal to the average annual total of the six years immediately preceding the war.

This rapid recuperation is particularly gratifying in view of the fact that it has occurred without the assistance of tonnage under the German and Austrian flags, which constituted about 10 per cent. of the pre-war total.

The outstanding features of the year were the return of the British flag to its historic leading position in the shipping of the port (after one year of Japanese predominance) and the remarkable increase in American tonnage, which more than doubled its 1918 figure.

Both were the direct result of

Government action: the British authorities released a large number of vessels from war service, while the United States Shipping Board allotted a goodly share of Government-owned tonnage to the China line. The tonnage under all flags except the Dutch registered an increase over 1918. As regards tonnage of vessels entering from and clearing for foreign ports, the Japanese flag led the British by a slight margin, with the American in third place—the three together aggregating 83 per cent. of the total foreign carrying trade. 40 per cent. of the tonnage engaged in the carrying trade between the treaty ports and Shanghai was British, 35 per cent. Chinese, and 25 per cent. Japanese.

The year opened with the supply of homeward tonnage, both European and American, far exceeding the demand. The rate to American Pacific ports was accordingly reduced to Gold \$30 per ton in January, \$20 in February, and \$15 in April. The rate to New York via Suez or Panama dropped from \$50. to \$50., while the London Conference rate followed suit with a reduction from 150s. to 120s. and later to 100s. per ton. Owing to the lifeless state of the home markets and the high exchange, cargo continued scarce until April, when a fair demand for space to the Continent, especially to Genoa, Marseilles and Rotterdam, sprang up. From May to November, owing chiefly to large shipments of foodstuffs to Europe, the situation underwent a radical change. Demand for space far exceeded the supply: during the peak of the rush steamers on European berths were charging premiums over Conference rates. December saw a sudden let-up in the demand, and the year closed as it had begun—with a surplus of tonnage. The demand for tonnage for the United States reached its height in October, when rates were increased Gold \$2.50 a ton. The soaring exchange of the latter part of the year served to check exports so effectively, however, that at the end of the year ships found it difficult to fill their holds.

Coastwise rates, while free from abnormal fluctuations during the year, were at considerably lower level than during 1918. For example, the rate from Chinwangtao to Shanghai stood at about \$3.50 per ton, as against \$9 in 1918. The supply of coastwise tonnage was quite able to cope with the demand and resulted in a return to almost normal rates. This situation, while gratifying to shippers, could hardly please owners, who were compelled to watch freight receipts dwindle while the costs of operation remained at the high levels to which they had been driven under the stimulus of war conditions.

The various shipbuilding yards were consistently busy during the year, not only with new construction, but with repairs and refittings, which increased *pari passu* with the great rise of tonnage making use of the port. Much more shipbuilding could have been undertaken had it not been for the severe handicaps under which the industry functioned: the high exchange, the inordinate delays in obtaining supplies from abroad, combined with the scarcity and dearth of both skilled and unskilled labour, had the effect of raising the gold cost per ton of vessels built here to a figure comparing unfavourably with the cost of similar vessels built in Great Britain. Whether or not Shanghai is destined to become an important shipbuilding centre will only become apparent after the present shortage in the world's tonnage has been filled and the industry returns to a normal competitive basis.

SHIPPING.

HOLLAND-EAST ASIATIC SERVICE

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila and

Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
TJMANOEK	October	Rotterdam & Hamburg	15th Oct.
KANGAEAN	November	Amsterdam & Hamburg	23rd Nov.
ALCHIBA	December	Rotterdam & Hamburg	20th Dec.
BORNEO	January	Amsterdam & Hamburg	21st Jan.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,
York Building.

KONINKLYKE PAKETVAART MAATSCHAPPY

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN WAERWYCK"

Singapore, Penang and Belawan Deli.

This vessel offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

WATERHOUSE LINE

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE - TACOMA - VICTORIA - VANCOUVER

via Kobe and Yokohama.

"NILE"

15th October.

Further sailings to be announced later.

Through B/Ls issued to all Overland Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3507.

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO. LTD., AND THE CHINA NAVIGATION CO. LTD.

HONGKONG-CANTON LINE.

Sailing—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. and 5 p.m. (Sundays 5 p.m. only).

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

To Macao—Daily at 8 A.M. and 5 P.M. (Sundays at 9 A.M.)

From Macao—Daily at 8.30 A.M. and 2 P.M. (Mondays at 7 A.M. & 2 P.M. Sundays at 5 P.M. only.)

Further information may be obtained at the Coy's Office, Hotel Mansions or from Messrs. Thos. Cook & Son, Booking Agents, Hongkong.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

M. S. "PANAMA"

will be loading about the middle of October for Copenhagen taking cargo on through Bills of Lading to Scandinavia and Baltic destinations at Conference Rates.

For space and particulars please apply to

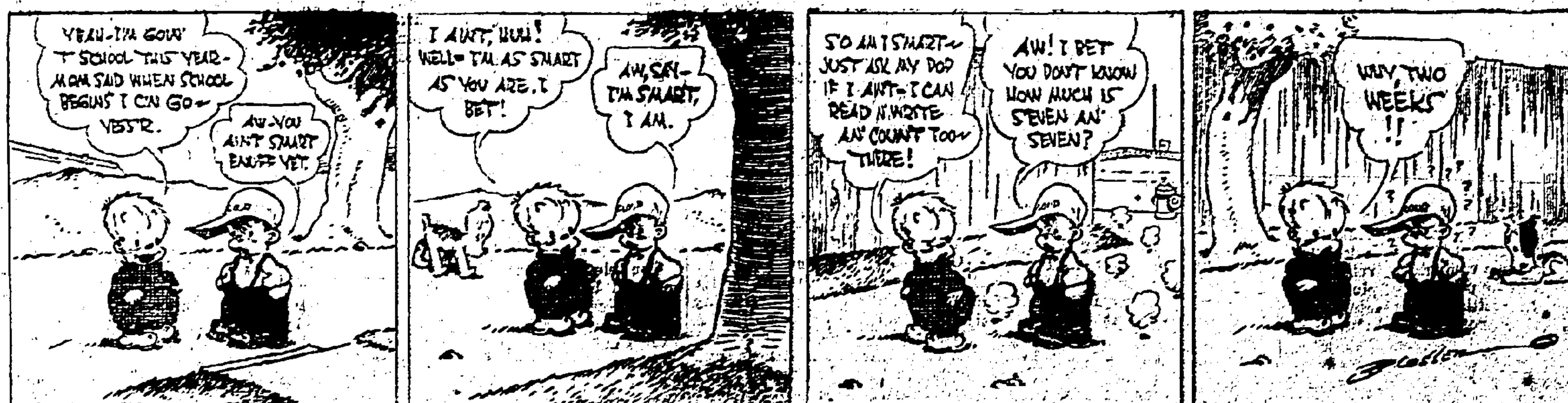
THORESEN & CO.,

AGENTS.

FRECKLES AND HIS FRIENDS

Tag Counts in Days!

BY BLOSSER



In this changeable weather
Beware of a chill—

WATSON'S GOLD CURE TABLETS.

A sure preventive.
A speedy cure.

Price per phial 60 cents.

A.S. WATSON & CO., LTD.
THE HONGKONG DISPENSARY.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but as an evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$36 per annum. (Payable in Advance.)

The rate per quarter and per annum, proportional. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage.

Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The "Hongkong Telegraph" is now on sale at and will be delivered to subscribers by the Dairy Farm Company, Ltd., Shamsham, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, FRIDAY, OCTOBER 15, 1920.

CIVIL AVIATION.

Hongkong is by no means disinterested in the subject of civil aviation and the members of the Hongkong Aero Club the cable that came through yesterday must have been encouraging. The Conference that is now being held at the Guildhall for the purpose of reviewing the progress of civil aviation will surely find that although aviation has made really tremendous strides of late the application of travel by the air for commercial purposes has not been altogether encouraging. We notice that in some of the latest Home journals to hand there has been a deal of pessimism expressed about the future of civil aviation—a pessimism that we hope will be falsified.

For a time after the armistice there certainly was an increase in civil flying, both for business and pleasure purposes. At the seaside resorts mild thrills in the air became popular, though rather expensive; a number of firms tried aeroplanes for transport purposes, and a few people used them for moving quickly about. Popular interest was stimulated, but soon waned, and there is no doubt that to-day public concern in the aeroplane's possibilities can hardly be said to exist. Civil aviation has run into a time of slump. Messrs A. V. Roe, for example, the well-known Home firm, who took a prominent part a year ago in arranging civil flights, are now doing nothing in the matter. They are not carrying out a passenger service. Last year's services were unprofitable. The Government are being accused of doing little or nothing to forward aviation. They have certainly—to stimulate the evolution of a good commercial aeroplane—carried out tests, and provided \$54,000 prize money. But the firms in numbers are not in existence to compete. There has not been a huge entry of machines, for the reason that the firms who once manufactured aircraft are now turning out other goods. Sufficient proof of the distrust with which the Government were viewed by aeronautical firms was afforded recently by the resignation of Mr. Holt Thomas. The promises given by the State have come to nothing. They are allowing civil aviation to die, the while France, Germany, and America are not only making success of the science, but making it pay. It is time that something was done to dispel the "easy" methods which are being dealt out from the Air Ministry and Government offices. The Paris-London air mail completed its first year of working a few weeks ago. When the mail started it ran one machine a day each way between Paris and Hounslow, and the firm which owned the line, the Aircraft Manufacturing Co., Ltd., was full of generals, colonels, and other high officials of the Ministry, who drew nice salaries. Now the highest rank one can find in the air line is that of a captain.

The handicap against commercial aviation is its costliness. When that has been overcome—if it ever will be—there is no reason why it should not flourish, provided that the two watchwords by Major General Sykes are applied: "Safety" and "Reliability." The contention that the onus of linking up the Empire did not rest on Britain alone is surely a reasonable one and the Dominions and the Colonies will probably contribute their share towards building up a completed system. Here in Hongkong we have witnessed flights by a local aviator and also know that he has successfully piloted his machine on such long trips as Macao to Shanghai and Hongkong to Haiphong. But whether there will be official support forthcoming to enable him to inaugurate a commercial or mail service between any of the ports of China has so far not been indicated. Although rapidly of communication and travel is of great value these days there is a limit to its price, and the price that would have to be paid at present is not sufficiently low to be an inducement. Mr. Winston Churchill has indicated that although the Home Government is prepared to help civil aviation by every means in its power, civil aviation must, in the main, fly by itself. The function of the Government, he says, is to facilitate and stimulate aviation, rather than to subsidize it. That is doubtless a good attitude to adopt, but it leaves those who are actively engaged in the task of developing aviation in the position of pioneers who are spending large sums of money and getting little return. Civil aviation has to be made a business proposition before it can hope for a much greater degree of success than it has already achieved. To those who are carrying on the work of development, the future will certainly owe indebtedness, and it seems to us a pity that the present cannot be of more official assistance to them.

NOTES & COMMENTS.

THEN AND NOW.

The other day we happened across an advertisement which appeared in a Hongkong paper in the year 1886, regarding a house, No. 2, Arbuthnot Street, which was to let. And the terms of it struck us as being in such sharp contrast to similar types of advertisements appearing nowadays that we think the public may be interested in reading its contents. The rent was given at \$20 per month, including taxes, "rent payable from the date of the lease," and thirty cents for stamp. Then it was added: "If wanted Painted and Chumam Washed, the Rent will be \$35 per month, including the present taxes and seventy-five cents for stamp, as by the printed form of the lease the rents are payable in advance. If Painted and Chumam Washed the lease must be for Three Years." Doesn't that read strange these days? If No. 2, Arbuthnot Street is still standing, we will wager that it isn't let for anything like the figures quoted. A house for \$20 a month! Try to imagine it—why, we've heard of as much as that being asked for the loan of a bathing machine. These must have been "the good old days" with a vengeance. Nowadays a man's lucky if he can get a roof over his head, even though he is willing to pay ten times the amount. And a lease so as to give him some security of tenure? If he doesn't get his head bitten off for daring to ask for one, he's sure to be informed that his rent will cost him more. The trouble with most of us is that we've arrived in the Colony about thirty years too late. If we'd only taken pains to have been born earlier things would have been so very different!

A NEW D'ANNUNZIO.

A Polish gentleman, or, rather, General, enjoying the name of Zelowski, has taken it upon himself to ignore the peace between his country and Lithuania and to march upon the town of Vilna, which he has apparently seized. It looks as though he intends settling down there and to take charge of the whole of Central Lithuania. His action is a totally unauthorized one and he himself has been disavowed by his own Government, although the Polish people appear to back him up on the ground that the allocation of the city to the Lithuanians violates the principle of self-determination. We are not so very much concerned with the incident, which will probably straighten itself out in time, but it is worth mentioning if only to show the obstacles which stand in the way of a permanent settling up of conditions in Europe. It was bad enough when a small nation like Poland saw fit to disregard the decisions of the Powers which had given her independence. What then shall be said of the endangering of peace by one solitary adventurer who wants to be a law unto himself? So long as we have these Zelowskis and D'Annunzios knocking about, for so long will the final settlement be postponed. It's about time an example were made of "super-patriots" of this type.

THE CANTON WAY.

We mentioned yesterday the Gilbert situation in Canton, where there are two Military Governors functioning, each with his own seal of office. But the comedy does not end there. The Kwangsi Tsuchun, whom the Cantonese want to see shifted from the Province, asks a little sum of two million dollars before he shakes the dust of Canton from his feet. All manner of methods have been suggested for the raising of this sum, one suggestion being that a special tax should be levied on householders, equivalent to a month's rent. Another scheme was to utilise the profits of the Mint for the purpose, whilst big endeavours have been made to raise the money amongst the commercial community in Hongkong. But the funniest thing of all is that on Tuesday last a tea party was held to discuss the subject, this being attended by the Cantonese Tsuchun himself and also by representatives of the Kwangsi Tsuchun whom the Canton people wish to buy out! It was eventually resolved that the sum named be raised by means of a loan, and it is stated that the money has now been secured. But what a state of affairs! And even when the money is paid over it isn't certain that the Kwangsi man will clear out with his troops. Anyhow, money does most of the talking in Canton nowadays. That's obvious.

DAY BY DAY.

THE ALCHEMY OF LIFE CONSISTS IN EXTRACTING GOOD FROM THE ENVELOPING EVIL ABOUT US.—Joubert.

One fatal case of cerebro-spinal fever was notified yesterday, the victim being a Chinese.

The dead body of a man found on the hillside yesterday was removed to the Mortuary.

The total output of the Kailan Mining Administration's mines for the week ending 2nd October, amounted to 71,029 tons and the sales during the period, to 80,993 tons.

The body of the Chinese who was reported yesterday as having been drowned by accident at Aberdeen has been recovered by the Police and removed to the Public Mortuary.

From Messrs. Lane, Crawford and Co., we have received a copy of their new sports and games catalogue, the contents of which show the large variety of gear which this well-known house stocks.

Another motor-car accident has been reported. At the Praya East yesterday, Motor Car No. 385 knocked down a Chinese coolie inflicting injuries which necessitated the man's removal to Hospital.

It is stated in the Shanghai vernacular papers which arrived here this morning, that the rumour in regard to the Monarchist coup in Peking was invented by money speculators in order to cause a sudden panic in the market.

The attention of motorists is drawn to the announcement, which is to be found in another column, of a procession which will leave the Catholic Cathedral on Sunday afternoon at 4.30 p.m. and proceed along Causeway Road, Peel Street, Mosque Street, Robinson Road and Albany Road. The procession will be on Causeway Road between 4.30 and 5 p.m. and on Robinson Road between 5 p.m. and 5.30 p.m.

A very successful whist drive was held at the Catholic Men's Club last evening. The attendance was a record one, there being 41 tables. The Committee's arrangements for the comfort of the guests, were, as usual, excellent. Mr. Spetigue acted as M.C. The following were the winners:—Ladies.—1. Mrs. Holdman, 176; 2. Mrs. Bigg, 176; 3. Mrs. Vosper, 170. Booby Prize: Mrs. Prickett, 131. Gentlemen.—1. Mr. Cooke, 176; 2. Mr. Hughes, 176; 3. Mr. Ryall, 174; 4. M. Read, 173. Longest at one table.—Mr. Kirk. Champion Booby.—Mr. Rumley.

A Revenue Officer brought up a Chinese before Mr. Dyer Ball this morning and charged him with being in possession of 3,000 cigarettes on which duty had not been paid. On being questioned if that was the correct number, the Chinese said he was not sure. A little lesson on multiplication was then given him by the Magistrate who stated that there were six tins, each containing 500 smokes. Six multiplied by 500 equals 3,000 cigarettes which established beyond a doubt the contention of the Revenue Department. An order for their confiscation was made by the Magistrate, who then imposed a fine of \$15 on the defendant.

Because he was brought back to Hongkong against his will, a Chinese waxed indignant over the charge which was brought against him of returning from banishment. He told Mr. Dyer Ball that it was due to no inclination of his that he had returned to the Colony. Whilst the Wing On was alongside the wharf at Canton he was caught stealing a pair of trousers from a passenger and, in spite of his entreaties to be delivered over to the Canton Police, was forcibly detained on the steamer and brought back to Hongkong. Mr. Dyer Ball said that under the circumstances the charge was not valid. The prosecuting Officer said that the prisoner's story appeared to be true. He was handed over to his custody on the steamer's arrival here. A remand was given to enable the prisoner to secure a witness from the steamer who would substantiate his story.

KOWLOON NOTES.

(BY THE "FERRYMAN.")

The lawn bowls single championship has not come Kowloon's way after all. Muir being beaten by McLachlan of Talkoo after he had got away with a good start and looked like winning. Still, we can't begrudge Talkoo's first championship win, for the bowlers from Quarry Bay, by their general high standard of play, are worthy of a place amongst the mighty. Anyhow, out of the six champions since the competition was started, Kowloon claims three.

There is considerable speculation as to whether Kowloon will be represented in the Colony's interport cricket team. Several men from this side of the harbour have been given a trial, and it is felt in some quarters that Kowloon should have at least two or three men in the selected eleven, in which connection the names of Gray, Middlemass, and de Rome are freely mentioned, whilst the claims of Stalker and Macaskill cannot be overlooked. The trouble is that there is plenty of talent about, and there are only eleven places to fill.

Then in the interport tennis team Kowloon has hopes. Two men whom I have heard mentioned as "probables" are Major Greenaway and young Yanovich, both of whom are quite good at doubles. But with the claims of other experts at the game to be taken into consideration (especially the Lo brothers, for Ng Sze-kwong and Wei Wing-lok are sure of places) it is doubtful if they should be included. I hear the Shanghai team will be a very cosmopolitan one, including a Portuguese, a Dutchman and a Japanese.

Last Saturday's Gymkhana drew quite a large crowd of Kowloon people to Happy Valley, and I hear that some of them had luck with the sweeps. Those who backed for a place the third man in the Nomination Race had the nice little "divi" of \$282, whilst the other places also paid quite well. There were eleven starters in this event, and if anyone had backed the whole lot for \$380, he would have got over \$380 for the \$55 spent. It is easy to tumble to these things after the event, isn't it?

We read in the Bible of "the plague of flies." Well, Kowloon has had such a plague during the past few nights—nasty little green creatures, with spotted backs, which have a habit of running sideways. A naturalist tells me that these little pests make their appearance in the autumn and spring. So we can still ask the old, old, query: Where do the flies go in the winter time? We know where they go in the autumn, anyhow—mostly into our soup and down our backs!

Still, flies or no flies, it's good to feel the nice, nippy atmosphere we're getting nowadays. The only unfortunate thing is that the drop in the temperature coincided with a drop in the dollar, which, however, has since recovered a little. Kowloon's need: A Low Temperature and a High Dollar!

The Police control of ricksha traffic outside the Kowloon Ferry Pier of late has gone from bad to worse. For two evenings at any rate there was not a solitary policeman on duty there, and pandemonium reigned supreme. I've heard some rumours about this which I'm not at the moment at liberty to repeat, but I can say that Kowloon people have been saying some hard things against the authorities because of the recent lack of control.

I was glad to see the *Telegraph* comments about the verandahless quarters which have been provided above the new Kowloon Fire Station. But not only are there no verandahs—there's been quite a high parapet erected right in front of the windows, thus keeping out any breeze that may happen to prevail. Why can't the Government be a little more considerate to its subordinate staffs?

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 10.45 a.m. to-day:—
Cyclone or typhoon E. of Luzon, less than 300 miles distant, almost stationary.

QUEEN'S COLLEGE.

AQUATIC SPORTS.

The seventh annual aquatic sports of Queen's College were held yesterday in the V.R.C. when some very good racing was witnessed. Douglas Laing again carried off the School Championship and Queen's College were successful in winning the Coronation Shield for the inter-schools team race. In this event a very good tussle was seen in the final between Queen's College, Ellis Kadoorie School, St. Joseph's College, and Kowloon British School.

Lady Stubbs presented the prizes in the gymnasium of the V.R.C. at the conclusion of the programme.

Mr. R. Tanner, Headmaster of the school, welcomed the Governor and Lady Stubbs and said that he hoped it would not be the last time they could be present at a Queen's College ceremony. He said that the swimming was this year up to the usual high standard and thanked the V.R.C. for the use of the pond and Mr. Fletcher and his committee for their hard work in connection with the arrangements.

Sir Edward Stubbs in replying for Lady Stubbs, said he was sorry that they were unable to come in time to see any of the events, but he hoped to be present on a future occasion and also promised to visit the School in the near future. He congratulated the College on again winning the Coronation Shield and Douglas Laing on winning the School Championship and also on his Harbour Swim performance.

A beautiful bouquet was presented to Lady Stubbs by the smallest competitor and cheers for Lady Stubbs, the Headmaster and the school brought the ceremony to a conclusion.

The results were:—

25 yards H'cap (Small Boys).—1. Chung Ying Liu; 2. Ho Leung Chik.

50 yards Handicap (Junior School).—1. Leung Sin Man; 2. Charles Cheng.

Graceful Swimming.—1. Tong Wing; 2. Leung Tit Sang; 3. Chan Hui Mei.

Coronation Shield. Inter-School Team Race: Open to all schools in the Colony.—Winner, Queen's College; runners-up, Ellis Kadoorie School; third, St. Joseph's College.

50 yards breaststroke H'cap.—1. Louis Tsze Yee; 2. Chan Shun; 3. Wan Kwan Ting.

High Dive (Championship).—1. D. Liang; 2. Charles Cheng; 3. Leung Sin Man.

50 yards H'cap (Senior).—1. Chan Wang Pat; 2. J. Curran; 3. Chan Chi Fat.

Long Plunge (Championship).—1. Douglas Laing; 2. Leung Tit Sang; 3. Louis Tsze Yee.

Diving for plates.—1. Chan Kam Chuen; 2. Chan Wan Tat; 3. Pun Shiu Lun.

100 Yards Championship.—1. Douglas Laing; 2. Leung Tit Sang; 3. Chan Hui Mei.

Junior School Team Race.—Winner, Class 5; Runners-up, Class 4B.

Old Boy's Race.—1. F. M. Pereira; 2. G. A. V. Hall.

Senior School Team Race.—Winners, Full 2A; Runners-up, Full 3.

Consolation Race.—1. Chan Kwong Shing; 2. Choi Ping Fan; 3. Sit Shin Hei.

School Championship 1920 (gold medal presented by Mr. B. Tanner).—Douglas Laing (15 points).

BILLIARDS.

R.G.A. VICTORIA v. R.G.A. KOWLOON.

In an Inter-Mess League match, played in the R.A. Mess, Victoria Barracks, on Wednesday evening, Victoria secured a further two points beating the Kowloon team by 6 games to nil. The players were:—

R.G.A. Victoria.—S. Sgt. Gillard, C.S.M. Pragnall, R.S.M. Collins, Mr. Gnr. Thomas, S. Sgt. Davis and C.Q.M.S. Rivers.

R.G.A. Kowloon.—Sgt. Walker, Sgt. Shipley, Mr. Gnr. Bines, B.Q.M.S. Clarke, Sgt. Smith and Sgt. Doggrell.

Play was interrupted on several occasions by the invasion of green flies that deemed the table a fitting resting place. A certain was considered that he has now solved the problem "Where do flies go?"

TO-DAY'S MISCELLANY.

One of the most interesting apartments in the Astor Estate Office on the Thames Embankment, which has been announced as for sale in the bedroom prepared for the late Lord Astor. For many years he invariably used this when he was in London, although he had a private residence in Carlton House-terrace, where he gave occasional banquets. The bedroom has a domed ceiling, and many other beautiful features, but was not large enough for the Francis Premier bed which the then Mr. Waldorf Astor placed therein. An American acquaintance who had been privileged to inspect the wonders of the office afterwards declared that his comports slept with his feet in the fireplace.

If, as has been stated, the English language is the one most richly endowed with slang, how is it that we so rarely meet with British slang on the film? Inquires a correspondent of a home contemporary. No one has any excuse nowadays for remaining in ignorance of New York "down town" flowers of speech, but one never seems to encounter Cockney gems or genuine Old Bill words of wisdom, though surely they are quite as rich and racy. It is disconcerting for a mere Briton, enjoying an apparently ordinary "drama," to see phrases like "Dis guy" and "Nix on that dope," attributed to people not markedly American in appearance. Are all English films devoted to scenes of high life in which even the ancient reeliners speak with perfect propriety? Personally, I should feel a thrill of patriotic pleasure at the sight of a simple, homely "Not art," or "I don't fink," or even a good British "bloke" occasionally instead of the ubiquitous "guy."

Are the London cricketing public keen sportsmen? The question was asked by a northern cricketer after his experience of the big Oval crowd at the Surrey and Yorkshire match. The crowd he thought lacked "the spirit for the country." By way of explanation a home contemporary observes that there are so many counties in Greater London—Middlesex, Surrey, Essex, and Kent—"Where is Middlesex?" asked a Yorkshireman when somebody told him Middlesex would win first honours. "Is it in London?" In Yorkshire, said this Northerner, it is certainly "our team against the world," and only after they have shouted the Yorkshire team home will the crowd do honour to the opponents. This critic acknowledged the impartiality of the Oval crowd. It would recognise outstanding work by any player on the field. The trouble was that it did not recognise the players. Wilson was confused with Hirst when he was bowling. Folk even referred to the score card to find out who was going on when Rhodes took his sweater off. It is difficult to believe that Hirst and Rhodes stand in need of identification marks.

It transpires that the soldier and sailor patients still in the London hospitals total some 8,000. Eight hundred of them are at the great Orthopaedic Hospital, Shepherd's Bush, where there is an elaborate equipment for the treatment of surgical cases, and 400 are at the Reckhampton Hospital, which supplies and trains men in the use of artificial limbs. These long-term patients are suffering from shell-shock, from wounds and fractures which will not heal, and from other troubles which require tedious treatment. Those that one sees about the streets—and they are very few nowadays—look as though their long convalescence bored them, but they are happier than the men who cannot walk abroad or the cases still confined to bed. Here and there one hears of people who arrange entertainments in certain wards or outdoor excursions, but generally speaking they feel that the public has forgotten them. They miss the frequent hospital visitors, the gifts of fruit and cigarettes, the numerous entertainments that used to be arranged for them, and the motor rides. It is gratifying to learn that attention has been drawn to the matter by Lady Astor and others, and now an entertainment committee called the Not-Forgotten Association has been formed to arrange for entertainments to be given by private hospitals and for visitors to go to the hospitals.

THE MERCURY GARAGE CO.

FOR
GOOD CARS
PROMPT SERVICE
REASONABLE CHARGES.
CAREFUL DRIVERS.
TELEPHONE: 977.

YEE SANG FAT CO.

A Complete Line

New Season Goods

JUST ARRIVED

THE PSYCHOLOGY OF THE KOREAN.

JAPAN'S PROBLEM THROUGH WESTERN EYES.

Pre-eminently amongst the cities of the ancient East, Seoul is a sermon in stones, which the stranger within its gates may read, mark, learn, and inwardly digest.

I know of none, writes Mr. J. O. P. Bland in the *Times* which teaches more forcibly the old, old lesson of the sins of the fathers, or which suggests such inevitable reflections concerning the mysterious forces that form the character and mould the destinies of nations. The Imperial City at Peking tells its own impressive tale of splendid isolation and departed greatness, but China is still mistress in her own house, and though her present state political be rotten, it does not carry the same conviction of utter helplessness, of dignity pathetic in irretrievable adversity, as that which impresses itself upon one in Korea. There is something in the very sadness and silence of this white-tiled race of passive resistors, something in the stoic dignity of their monuments and men, which compels our instinctive sympathy and respect; and yet when all is said and done, the problem of self-determination for Korea remains, humanly speaking, as far removed from solution as the federation of the world and the brotherhood of man.

Chaperoned by the courteous secretary of the South Manchurian Railway (a kindly soul, addicted to scholarly researches in orthodox Buddhism), I saw the sights of modern Seoul and compared it in my mind with the city as I knew it long ago, before Japan had forced China to abandon her suzerainty over the Hermit Kingdom, and again later, before the Russo-Japanese war, when the Korean King assumed the title of Emperor, and for a breathing space of two years, the country was free to manage its own affairs. I remembered how, in 1893, the people had demonstrated their discontent with their own rules, sitting silent in their thousands before the Palace day and night for 14 days.

TOO PROUD TO FIGHT.

I remembered, too, that when Japan fought, first China and then Russia, for supremacy in the peninsula, the attitude of these dogged conscientious objectors was ever that of unconcerned

spectators. Remembering these things, one understands something of the nature of the tragedy of Korea, the pitiful destiny of a people too proud to fight, whose home is the strategic keyland of North-Eastern Asia, and a predestined bone of contention between the Powers that struggle for the mastery of the Pacific.

As I stood in the great Audience Hall of the old Palace, untenanted now and open to the winds of heaven, yet splendid in decay and called to mind the history of this people since those far-off days when Korea aspired to lead the East in art and learning, as I looked out upon the triumphs of incongruous modernity with which Japan has decked the hill-girt city (her banks and barracks, her hospitals and huge hotels, dominating, like alien giants, the clustering hovels of the native-born, it seemed to me that this empty Audience Hall fittingly typified the last scene in a drama of inevitable destiny.

They showed me the "Government General Museum," housed in the ancient and venerable precincts of the Palace; also the delectable pleasure and rustic retreat which has been set apart for the use and behoof of Prince Yi, further consoled for the loss of his Throne by a lieutenancy in the Japanese Army and the hand of a beautiful Japanese Princess. I saw the preparations for his Highness's wedding (that ill-omened marriage of which the people speak in whispers)—furniture and embroidery and bowls of silver, being made by native workers under the direction of Japanese craftsmen. They showed me model schools where Korean boys and girls are being taught to look upon Japan as their spiritual home, and many other cogwheels in the ingeniously devised machinery of assimilation.

NATIONAL MOVEMENT.

But in all the highways and byways of the city I saw evidence of the dogged conservatism of the race, and proof of the fact, which the Japanese themselves are beginning to appreciate, that this very policy of assimilation has breathed a new spirit of life into the passive resistance of the Koreans and aroused in them a strong, though still non-combative, ardour of nationalism. They may bow to the presence of the alien invader, they may even admit that his progressive administration has increased the material prosperity of their country, but they firmly decline to admit the superiority of Japan's intellectual and moral culture.

they refuse to be assimilated, and their refusal has assumed the force of a conscious national movement.

Despite its recent trials and tribulations, despite the strong hand of a ruler that respects neither topknots nor tutelary gods, old Seoul still preserves the philosophic dignity which is the birthright of the Land of the Morning Calm. Here, as elsewhere in the East, one may note the disastrous results of putting new wine into old bottles; uncouth new manners, imported from the West, strike the same discordant note in Seoul as they do in Tokyo and Peking. But these things are exotic and transient; they have no roots in the real life of the nation.

The soul of the Korean people, like that of the Chinese stands steadfast in the ancient ways; deep-rooted in its own ancestral beliefs, and contrives withal to preserve a certain stoic kind of geniality. It is a race of husbandmen that has eaten too often of the bread of affliction to allow itself to be provoked to desperation. It is, no doubt, often slothful in business, overprone to politics and plottings, much given to strong drink; but you have only to observe the placidly determined faces of these straight-backed men—especially the elders of the people—and their confident gait, to realize that here still waters run deep. And it is not only on the faces of the men that you discern something of the difficulty of the problem which Japan has to solve in Korea; as a passive resistor, the female of the species is more deadly than the male. I caught a glimpse of this truth, subtle and significant, at a private performance of Korean geisha given by my Japanese hosts.

KOREAN GEISHA.

It was after an informal dinner at the residence of the Civil Governor, Dr. Midzuno, that one of his secretaries (possibly realising that the thread of our political conversation was wearing rather thin) suggested a visit to the Taisho Kamba, a high-class geisha entertainment under Japanese management or "control." Never having seen Korean geisha dance, I welcomed the opportunity; and so we left unsolved the problems of militarism in high places, of self-determination and the League of Nations, and speedily found ourselves driving in his Excellency's comfortable motor-car through the silent streets of old Seoul. We alighted at the entrance to a narrow alleyway, running daintily between mud huts, that brought to mind the purlieus of the old Chienmen quarter in the shadow of the city wall at Peking.

There was something furtive, almost sinister, in this approach to a reputed shrine of Korean musical and dramatic culture; not a light shone, not a voice sounded from any of the squalid houses past which we groped our way. We, too, moved silently for the snow lay deep between these close-built walls. Finally, turning the corner of a house which, in the darkness, looked like all the rest, we came to a door over which a flickering lantern hung; here our guide knocked, a bolt was drawn, and we passed from the bitterly cold night into a long narrow room, furnished at one end with charcoal braziers and chairs for the audience, and as to the rest, fitted for the dance with soft clean matting and sliding panels a la Japonaise.

The honours were done by the Japanese manager or impresario of the geisha administration; except the performers and two attendants, no Koreans were present. There were six dancers, girls still in their teens, said to be the fine flower of Seoul geishadom. They wore the elaborate headgear, the quaintly stiff but comely costumes of old Korea—high girdled waists and voluminous, many-coloured skirts—and they danced slow and stately measures, with flawless precision, to the sound of samisen and drum, dances intended to symbolize either the poetry of nature or some episode of legendary romance. Their conventionally painted faces, like those of all Oriental dancers, were as masks, all cast in the same mould of sphinx-like inscrutability, but as women they lacked the little airs and graces, the butterfly daintiness and spontaneous gaiety of the Japanese singing girl. Indeed, as entertainers, they were distinctly heavy, and when, between the dances, they came, as in duty bound, to chat with their guests and drink a cup of sake, they did it perfunctorily and with a courtesy so studied that it became oppressive. Not their bird-like

DAIRY FARM NEWS.

SAUSAGES

Pork Sausages

Beef

Liver

Bologna

Brawn

Made daily

TO-DAY'S SPECIALITY

Tomato Sausage

THE DAIRY FARM, ICE & COLD STORAGE COMPANY, LIMITED.

like chatter and light-hearted laughter with which the geisha of Tokyo entertain their guests.

Our friend the secretary ascribed the solemnity of the proceedings to the reticent stolidity which is natural to the Koreans, but to me it seemed—and I saw several incidents and gestures to confirm the impression—that these daughters of the Land of the Morning Calm were not so much on their dignity as on the defensive, and that behind these inscrutable masks there lurks the soul of a race whose patriotism drinks deep at the well of memories and dreams. As we walked back to the most sumptuous hotel in the Far East (a very fine piece of window-dressing) I asked one of our hosts if these women never smiled? "Oh, I think so," he replied, "but not so much with strangers."

It will take some time and tact, methinks, to assimilate a people whose dancing girls decline to smile for the invader.

"MIRACLES" IN IRELAND.

EXTRAORDINARY STORY FROM TIPPERARY.

An incredible story of "most extraordinary miracles" and of "bleeding statues of the Virgin" is telegraphed by a correspondent of the *Daily News* from Thurles, in Tipperary. But incredible as the story seems, the happenings described have attracted great crowds of Irish people to the town of Templemore, and these people seem to entertain not the slightest doubt that the so-called manifestations are entirely genuine.

The correspondent wires: On Saturday evening at 6 p.m. all the statues and holy pictures in the house of Thomas Dwan, a newsagent in Templemore, began to bleed. The news of the phenomenon rapidly spread, and crowds of awed people came and witnessed the extraordinary manifestation, and many miraculous cures are reported, among them being the case of a crippled soldier and a young girl in the last stage of consumption.

"Persons, high and low, of every religious persuasion, are rushing to the town."

A BOY'S VISIONS.

"I had a conversation with the man Thomas Dwan, in whose house this extraordinary miracle occurred. He claimed that the miracle had been going on in his family and in that of his brother-in-law since July. One Wednesday night he had a premonition that he was to be made the medium of publication of the supernatural event. Next morning he informed his nephew, who was forthwith terribly affected and agitated. The boy at once collapsed and, having recovered, went up-stairs, where he saw visions."

Templemore is in an extraordinary state of excitement, and motor cars and other vehicles are carrying in invalids. The latest cure is Mrs. Delaney, an old woman suffering from sciatica.

"MIRACLE OF LOURDES." The nephew, a youth of 19 named Welch, tells a very remarkable story. He lives at Currane, six miles from Templemore. He has been a novice in a Cistercian monastery at Roscrea, where, he says, he had

premonitions, and later saw an apparition of the Virgin in the form of a nun. The tidings were then delivered to him that the miracle of Lourdes was to be repeated in Ireland, and that he was to be the instrument. The apparition, he says, appeared to him on later occasions.

It was reported that among the other cures are those of Daniel Egan, a harness-maker, after being a cripple for five years; a girl suffering from a twelve-year-old incurable disease, and an invalid man, who had to be carried about in a chair, has now had the use of his limbs restored.

NOTICES.

J. T. SHAW



STETSON HATS

FOR STYLE
QUALITY
SERVICE

LET YOUR NEXT HAT
BE A STETSON

There is no other hat made that gives the wearer quite the same amount of pleasure in his personal appearance
UNIQUE SELECTION TO
CHOOSE FROM.

SPECIALIST IN MEN'S WEAR
NEXT DOOR HONGKONG HOTEL.

Powell Ltd

TELEPHONE 346

AERTEX



AERTEX

MAINTAINS

THE

EQUILIBRIUM

OF

THE

BODY.

HAS THE

ABSORBENCY

OF COTTON

WITHOUT ITS

"CLAMMINESS,"

THE WARMTH

OF WOOL

WITHOUT ITS

"STUFFINESS."

THE "IDEAL" UNDERWEAR
HIGH CLASS OUTFITTERS

THE

COMPACTO-PHONE

A PORTABLE

GRAMOPHONE.

Just what you

require for

LAUNCH PARTIES

GARDEN PARTIES

CAMPING OUT Etc.

Lid holds 12

records.

Price \$36.00

THE ANDERSON MUSIC CO., LTD.

15, Des Voeux Road.

Telephone 1122.



GINS.

Caldbeck's Old Tom and Dry
Jas. Coulls & Co., Old Tom and Dry
Boord & Son Old Tom and Dry
Booth's No. 1 Old Tom
Plymouth (Coates & Co.)
Bols Dry Gin (London Style)

CALDBECK, MACGREGOR & CO., LTD.

15, Queen's Road Central.

(Telephone No. 78.)

WHEN YOU THINK OF
BETTER SOUP & PUDDINGS

THINK OF

THE HING WAH PASTE MFG. CO. LTD.

(No. 47-48 Cross Street Road Central, Hongkong)

MANUFACTURERS

OF

MACARONI, VERMICELLI, PASTE

STARCH, ECC NOODLES &c.

RING UP—2230.

PACIFIC SHIPPING.



SAILINGS

HONGKONG to VANCOUVER	From Hongkong	Due Vancouver
Empress of Russia	Oct. 21	Nov. 8
Monteagle	Oct. 25	Nov. 19
Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 23
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 13

Passengers to Europe are strictly urged to determine the exact date of the Atlantic sailing prior to, and as far in advance as possible, their departure from the Pacific. Conditions on the Atlantic are so congested as on the Pacific. Atlantic sailings can be arranged by letter or cable for all passengers to Europe. For freight and cargo, apply to the Pacific Coast Office, 5th Floor, Hotel Mansions, 2477 & 2478.

For Freight and other information, please apply to
HONGKONG OFFICE.
CANADIAN PACIFIC OCEAN SERVICES.

PACIFIC SHIPPING.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS
"ECUADOR," "VENEZUELA" & "COLOMBIA"
HONGKONG TO SAN FRANCISCO
Via Shanghai, Kobe, Yokohama & Honolulu.
THE SUNSHINE BELT

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE.

SAILINGS FROM HONGKONG AT NOON.

ALSO

The following U. S. Shipping Board vessels

HONGKONG-CALCUTTA SERVICE.

S.S. "LAKE FARMINGDALE" Sailing Friday, October 15th
for Calcutta via Saigon, Singapore, Penang and Rangoon.

Cargo accounted on through Bills of Lading to all Ports in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to:-

PACIFIC MAIL S.S. CO.

Hotel Mansions,

TELEPHONE 141.

Cable Address "SOLANO."

PACIFIC SHIPPING.

DOLLAR
LINE

SAILINGS FROM HONGKONG FOR
NEW YORK VIA VANCOUVER.

STEAMERS. SAILING DATE
"MELVILLE DOLLAR" ... OCT. 15TH, VIA PANAMA.
"HAROLD DOLLAR" ... OCT. 25TH, VIA PANAMA.

Through Bills of Lading issued to all parts of United States or Canada.

"Movements subject to change without notice."

For particulars for freight, apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING
THIRD FLOOR

TEL. 795.
792.

SAN FRANCISCO.
U.S.S.B.

"WEST IRA"

Sailing on October 21st.

THE ROBERT DOLLAR CO.

Tel. 795 & 792

Gen. P. O. Bldg.
3rd Floor.

HONGKONG
SINGAPORE

SAIGON
SAMARANG

SOURABAYA

REGULAR FORTNIGHTLY SAILINGS

TO AND FROM

THE ABOVE NAMED PORTS

NEXT SAILING

U.S.S.B. "CADARETTA"

Sailing on October

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.

For particulars and bookings apply to:

THE ROBERT DOLLAR CO.

Tel. 792 RAY E. GUNN Gen. P. O. Bldg.
795 Manager.

SAILING DATES.

EUROPE, U.S.A., ETC.

G. Appear	P. & O.	Oct. 15
Edena	P. & O.	Oct. 15
Matville D.	E. & D. Co.	Oct. 15
Matlopp	R. L.	Oct. 15
Nile	P. & O.	Oct. 15
Dunera	P. & O.	Oct. 15
Bearn	J. C. J. L.	Oct. 15
L. Farmingdale R.M. Co.		Oct. 15
Dakar M.	N. Y. K.	Oct. 15
Tosa M.	N. Y. K.	Oct. 17
West Jessup	S. & D.	Oct. 17
Mishima M.	N. Y. K.	Oct. 15
Woonsocket	S. & D.	Oct. 20
Teuoor	B. & S.	Oct. 20
West Ira	R. D. Co.	Oct. 21
E. of Russia C.P. O. S.		Oct. 21
Taiyuan	B. & S.	Oct. 21
Keemun	B. & S.	Oct. 21
Taiwan	B. & S.	Oct. 21
Stentor	B. & S.	Oct. 21
Wakasa M.	N. Y. K.	Oct. 22
Kashgar	P. & O.	Oct. 22
Nikko M.	N. Y. K.	Oct. 22
Abercos	A. L.	Oct. 23
Tyden	A. L.	Oct. 24
Monteagle	C.P. O. S.	Oct. 25
Felema	B. & S.	Oct. 25
Tenyo M.	T. K. K.	Oct. 25
Eldridge	A. L.	Oct. 29
Sado M.	N. Y. K.	Oct. 29
Eastern	P. & O.	Oct. 30
Eledta P.	S. T. Co.	E. Oct.
Nile	C. M. Co.	Nov. 6
W. Hargrave	A. L.	Nov. 7
Novara	P. & O.	Nov. 12
C. of Naples	B. L.	Nov. 15
Toyama M.	N. Y. K.	Nov. 15
Izumi	B. & S.	Nov. 16
Aki M.	N. Y. K.	Nov. 17
Muncaster C.	D. & Co.	Nov. 20
Kamakura	N. Y. K.	Nov. 21
Shinyo M.	T. K. K.	Nov. 22
Arenas	B. & S.	Nov. 23
Toyohashi M.	N. Y. K.	Nov. 25
Nelore	P. & O.	Nov. 25
Kanowna	P. & O.	Nov. 30
West Hika	L. A. Co.	Dec. 2
China	C. M. Co.	Dec. 4
Tokuyo M.	T. K. K.	Dec. 9
Fushimi M.	N. Y. K.	Dec. 14
Siberia M.	T. K. K.	Dec. 31

JAPAN, COAST PORTS, ETC.

Chipsing	J. M. Co.	Oct. 15
Haihong	D. L. Co.	Oct. 15
Loongsang	J. M. Co.	Oct. 15
Aki M.	N. Y. K.	Oct. 16
Novara	P. & O.	Oct. 16
Dunera	P. & O.	Oct. 16
Yingchow	B. & S.	Oct. 17
Hokuto M.	D. & Co.	Oct. 19
Hailong	D. L. Co.	Oct. 19
Kanchow	B. & S.	Oct. 19
Szechuen	B. & S.	Oct. 19
Tilatjap	J. C. J. L.	Oct. 19
Yatshing	J. M. Co.	Oct. 19
Tenshin M.	N. Y. K.	Oct. 20
Taming	B. & S.	Oct. 20
Taksang	J. M. Co.	Oct. 20
Inaba M.	N. Y. K.	Oct. 21
Takada	P. & O.	Oct. 21
Sunning	B. & S.	Oct. 21
Tungshing	J. M. Co.	Oct. 21
Kwangse	B. & S.	Oct. 21
Tibodas	J. C. J. L.	Oct. 22
Haiching	D. L. Co.	Oct. 22
Chenan	B. & S.	Oct. 23
Nelore	P. & O.	Oct. 24
Kotru	N. Y. K.	Oct. 25
Tyhiwong	J. C. J. L.	Oct. 26
Jinsho	N. Y. K.	Oct. 27
Karo M.	N. Y. K.	Oct. 29
Dilwars	P. & O.	Oct. 30



TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers:

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"ELDRIDGE" ... About Oct. 29th.

"WHEATLAND" ... Nov. 17th.

For PORTLAND direct.

(Calling at Kobe and Yokohama.)

"ABERCOS" ... About Oct. 23rd.

For SEATTLE.

Through Bills of Lading issued to OVERLAND COMMON PORTS.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

Telephones 2477 & 2478 5th Floor, Hotel Mansions

SERVICE TO UNITED STATES.

NEW YORK and/or BOSTON
Via PANAMA.

S.S. "ELDENA"

ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"

ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor Hotel Mansions.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

LONDON, ANTWERP & ROTTERDAM.

S.S. "WEST HARGRAVE"

ABOUT NOVEMBER 7TH.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478 5th floor Hotel Mansions.



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN"

STEAMERS.	TONS.	LEAVE HONGKONG.
TENYO MARU	22,000	Oct. 23rd.
SHINYO MARU	22,000	Nov. 23rd.
PERSIA MARU	9,000	Dec. 2nd.
KOREA MARU	20,000	Dec. 17th.
SIBERIA MARU	20,000	Dec. 31st.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,
SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,
MOLLEND, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS.	TONS.	LEAVE HONGKONG.
SEIYO MARU	14,000	Nov. 9th.
TOKUYO MARU	5,500	Dec. 9th. Cargo only.
KIYO MARU	17,200	Jan. 10th.

For full information regarding passengers, freight, and sailing apply to:-

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton:
Messrs. T. E. GRIFFITH, LTD.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "NILE" "CHINA"

15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
Oct. 31st. Nov. 6th. Dec. 4th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

C. T. SURRIDGE, Acting. Freight and Passenger Agent.
Princo's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.

ALSO

Associated with COSMOPOLITAN SHIPPING Co. GREEN STAR LINE,
NEW YORK. NEW YORK.

Operating Baltimore via Panama Service to the Far East.

TO SEATTLE.

"WEST JESSUP" ... 17th October.

TO NEW YORK & BALTIMORE.

"WOONSOCKET" ... 20th October.

TO SAIGON & SINGAPORE.

"COLORADO SPRINGS" ... 23rd October.

TO SAN FRANCISCO.

"WEST HENSHAW" ... 27th October.

Through Bills of Lading issued to all U.S. and Canadian
Overland Common Points.

HONGKONG OFFICE:-1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.

For Boston & New York.

"CELTIC PRINCE" VIA PANAMA CANAL, on or about 18th Oct.

Steamers proceed VIA SUEZ OR PANAMA CANAL at
Owners' option.

For freight and further particulars, apply to

SHEWAN TOMES & CO.

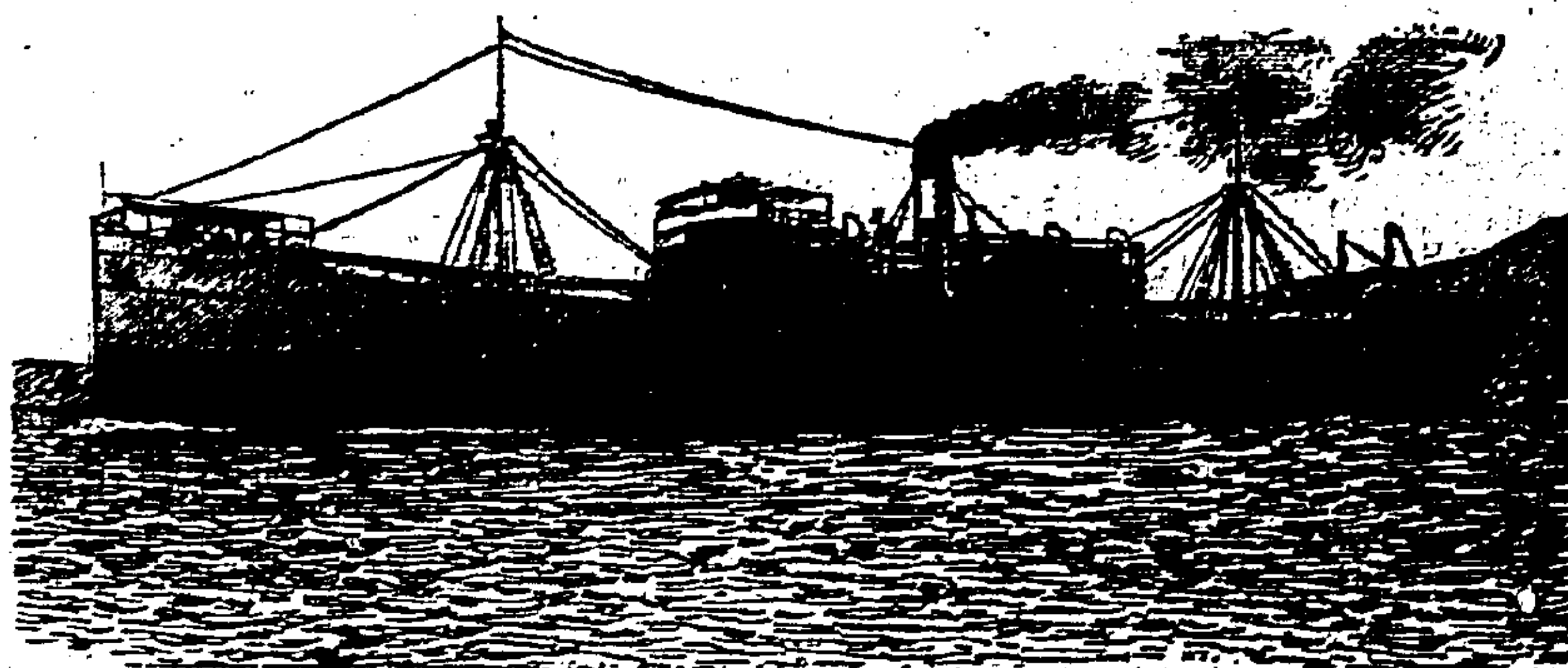
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition;
Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATIELOS" (ex "WAR TROOPER") 8,240 tons D.W.; 5,195 ton gross

Built and engine by The Hongkong & Whampoa Dock Co., Ltd.,
to the order of the British Government.

Please Address Enquiries to the Chief Manager

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MADAGASCAR, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	17 Oct. 10 a.m.	S'pore, Colombo & B'way.
KASHGAR	8,900	22nd Oct.	M'lee, London & Antwerp.
NOVARA	6,900	12th Nov.	M'lee, London & Antwerp.
NELLORE	6,850	26th Nov.	M'lee, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

APCAR	4,600	15th Oct.	Calcutta via Singapore, Penang and Rangoon.
-------	-------	-----------	---

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	29th Oct.	Melbourne via Singapore, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
KANOWNA	7,000	30th Nov.	
ST. ALBANS	4,500	22nd Dec.	

SAILINGS TO SHANGHAI & JAPAN.

NOVARA	6,900	16th Oct.	S'hai, Moji, Kobe & Y'hama.
TAKADA	7,000	21st Oct.	Shanghai only.
NELLORE	7,000	24th Oct.	Shanghai & Japan.
JAPAN	6,000	29th Oct.	Shanghai & Japan.
DILWARA	5,400	30th Oct.	Shanghai only.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24 in. x 12 in. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

12, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

TOYAMA MARU ... Monday, 15th Nov., at 11 a.m.
 TOYOFASHI MARU ... Friday, 26th Nov., at 11 a.m.
 FUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.
 LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
 MISHIMA MARU ... Monday, 18th Oct., at noon.
 SADO MARU ... Friday, 29th Oct., at noon.
 HAMBURG, LONDON & ROTTERDAM via Suez.
 DAKAR MARU ... Sailing from Yokohama 16th Oct.
 KITANO MARU ... Friday, 12th Nov., at noon.
 MARSEILLES & LIVERPOOL via S'pore, Cto, Suez & Port Said.
 KAMAKURA MARU ... Sunday, 21st November.
 SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.
 NIKKO MARU ... Friday, 22nd Oct., at 11 a.m.
 AKI MARU ... Wednesday, 17th Nov., at 11 a.m.
 NEW YORK via Suez.

SOUTH AMERICAN PORTS via Cape.
 TOSU MARU ... Sailing from Singapore 17th October.
BOMBAY & COLOMBO via Singapore.
 JINSHO MARU ... Wednesday, 27th October.
CALCUTTA & RANGOON via Singapore & Penang.
 KOTSU MARU ... Sunday, 24th October.
JAPAN PORTS—Nagasaki, Kobe & Yokohama.
 AKI MARU ... Saturday, 16th Oct., at 11 a.m.
SHANGHAI, KOBE & YOKOHAMA.
 HAKODATE MARU ... Saturday, 17th October.
 INABA MARU ... Thursday, 21st Oct., at 11 a.m.
 TENSHIN MARU ... Wednesday, 20th October.
 For further information apply to—**NIPPON YUSEN KAISHA.**
 Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular fortnightly service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tillamap	Java	in port	18 Oct. S'pore, S'pore, Java	
Tilbodas	Amoy	18th Oct.	22nd Oct. Java.	
Tilwong	Java	22nd Oct.	26th Oct. S'hai via S'ow.	
Tilpanas	Java	22nd Oct.	27th Oct. Saigon.	
Tilafak	Java	28th Oct.	3rd Nov. Japan.	

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tikembang	Java	1st Nov.	3rd Nov.	San Francisco.

Through Bills of Lading issued to U.S. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.
York Buildings.
Telephone No. 1574.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**

Regular Sailings to NEW YORK.

FOR NEW YORK & BOSTON

via Suez or Panama canal at owners' option.

S.S. "MUNCASTER CASTLE"

Sailing about 20th November.

LLOYD TRIESTINO.

FOR SHANGHAI.

S.S. "PERSIA" Sailing about 5th November.
BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports, via SINGAPORE, PENANG & COLOMBO

S.S. "AFRICA" Sailing about 7th November.

S.S. "PERSIA" Sailing about 8th December.

Passengers' Luggage can be insured at the office of the Agent

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.).

Regular services between

JAPAN, HONGKONG & JAVA.

For JAPAN S.S. "HOKUTO M." sailing on the 19th October.
S.S. "BORNEO M." sailing on the 30th October.**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific, also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.**AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	16th October.	21st October.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"MATOPPO"	15th October.
LONDON	"CITY OF NAPLES"	15th November.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONG KONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. VINITA	Nov. 10	S.S. VINITA	Nov. 13
S.S. WEST HIKI	Nov. 30	S.S. WEST HIKI	Dec. 2

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE:

Princes' Building, Chester Road,

Telephone No. 1062.

CHAS. E. RICHARDSON, General Agent for South China.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.**SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailing
NEWCHWANG & Train		
via Weihaiwei & Chefoo	Loongsang	Fri. 15th Oct. at 2 p.m.
MANILA	Loongsang	Fri. 15th Oct. at 3 p.m.
STRAITS & Calcutta	Yatshing	Tues. 19th Oct. at 3 p.m.
HAIPHONG via Hoihow	Takshing	Wed. 20th Oct. at 8 a.m.
SHANGHAI	Tungshing	Thur. 21st Oct. at 8 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "YATSHING" will be despatched on or about Tuesday, 19th October, at 3 p.m. for S'PORE, PENANG & C'UTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
SHANGHAI	Mohow	16th Oct. at noon.
SHANGHAI & TSINGTAO	Yingchow	17th Oct. at 3 p.m.
SWATOW & BANGKOK	Kanchow	19th Oct. at 10 a.m.
AMOI, M'LA, CEBU & TILO	Taming	19th Oct. at noon.
AMOI, SHAI & PUKOW	Szechuen	19th Oct. at 4 p.m.
SHANGHAI	Sunning	21st Oct. at noon.
NEWCHWANG	Kwangse	21st Oct. at noon.
SHANGHAI & TSINGTAO	Chenai	23rd Oct. at 4 p.m.
W'WEL C'FOO & TIENTSIN	Kueichow	23rd Oct. at 4 p.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are Landed in Shanghai avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Agents.

Hongkong Oct. 15, 1920.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOI AND FOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haihong	W. C. Passmore	FRI. 15th Oct. at 1 p.m.
Haihong	J. S. Thomson	TUES. 19th Oct. at 1 p.m.
Haihong	A. H. Stewart	FRI. 22nd Oct. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

PACIFIC SHIPPING.**NEW YORK DIRECT.**

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Panama	24th Nov.
"TIDEOS"	via Suez	3rd Dec.
"CITY OF AGRA"	via Suez	28th Dec.
"BOMBO"	via Suez	

* Calls at Boston.

Steamers proceed via Suez Canal, Panama Canal, at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON

REISS & CO. CANTON.

SHIPPING.

VESSELS ARRIVED.

The s.s. DUNERA arrived this morning from Shanghai with 1,770 tons of through cargo—Mooring A 1.

The KWANGSE came in yesterday from Newchang and Dalny with 400 tons of soy beans for Hongkong and 1,300 tons for Canton—Mooring C 42.

The N.Y.K.'s AKI MARU arrived yesterday with 220 tons of butter milk, etc. for the Colony and 1,318 tons of malt, barley, etc. for elsewhere—Mooring Kowloon Wharf.

The TOKKI MARU arrived this morning with 2,500 tons of salt from Tsingtao and 296 tons of beans from Dalny—Mooring B 10.

From Tientsin the Chinese vessel TONG LEE brought yesterday 1,000 tons of coal and 650 tons of general cargo for Hongkong—Mooring C 35.

The CITY OF NAPLES arrived this morning from Huih with 2,000 tons of salt—Mooring Holt's Wharf.

CLEARANCES AND DEPARTURES.

The WOLLOWRA, whose agents are Messrs. Carrol Bros, left this morning with 500 tons for Macao.

The s.s. LOONG SANG left at 3 p.m. to-day with 1,800 tons for Manila.

The GREGORY APCAR left at 5 p.m. to-day for Calcutta via Singapore with 700 tons.

The PHEUMPHEN departed at 4 p.m. to-day for Saigon with 800 tons.

The s.s. DUNERA leaves tomorrow at noon for Bombay via Singapore with 1,180 tons of general cargo.

The s.s. LAKE FARMINGDALE left at 3 p.m. to-day for Calcutta with 300 tons.

MOVEMENTS OF STEAMERS.

The N.Y.K.'s AWA MARU (Liverpool Line) left Liverpool for this port via Suez on the 6th Oct. and is expected here on the 17th Nov.

The P. & O. s.s. NOVARA, left Singapore for this Port on the 9th inst. with the outward English Mails, and is due here on the 15th inst. at about 6 p.m.

The N.Y.K.'s HAKODATE M. (Calcutta Line) left Singapore for this port on the 10th Oct. and is expected here on the 16th October.

The P. & O. s.s. DUNERA left Shanghai for this Port on the 12th inst. at about 8.30 a.m. and is due here on the 15th inst. at about 6 a.m.

The T.K.K. s.s. KOREA M. arrived at Yokohama October 8th, being due at this port Oct. 21st.

The s.s. NELEUS (Blue Funnel Line) left Singapore on 11th inst. for Hongkong and is due here on 16th October.

The R.M.S. MONTEAGLE arrived at Moji on 13th October a.m. left there 13th October p.m. and is due at Shanghai on 15th October p.m.

The T.K.K. s.s. SEIYO M. arrive at Yokohama on the 15th inst. and sails on 16th inst. being due at this port 29th inst.

The N.Y.K.'s MISHIMA MARU (European Line) left Shanghai for this port on the 14th Oct. and is expected here on the 17th October.

The s.s. LAERTES (Blue Funnel Line) left Singapore on 13th inst. for Hongkong and is due here on 18th inst.

The s.s. KEEMUN (Blue Funnel Line) left Shanghai on 13th inst. for London, Amsterdam & Hamburg via Hongkong and via Manila. Vessel is due here on 16th inst. and will sail, as above, on 17th inst.

The R.M.S. EMPRESS OF ASIA from Hongkong on the 23rd Sept. arrived at Vancouver on the 11th October.

The R.M.S. EMPRESS OF RUSSIA is expected to arrive here at 4 p.m. on Saturday, 15th Oct.

The Robert Dollar Company's U.S.S. WEST 1RA, (San Francisco Line) left San Francisco on September 12th, and is due in Hongkong October 16th.

The N.Y.K.'s MISHIMA MARU (European Line) left Kobe for this port via Moji and Shanghai on the 8th October and is expected here on the 17th Oct.

The Ellerman Line s.s. CITY OF NAPLES, from Hamburg & London sailed from Singapore on the 9th inst. and is due to arrive here on the 15th inst.



CAMERA NEWS



"VINDICTIVE" RAISED

The "Vindictive" as she appeared after being raised in Ostend Harbour.



MRS. McWENEY.

wife of the "starving" Lord Mayor of Cork, with her child.



MRS. MANNIX.

mother of Archbishop Mannix.



SINN FEINERS IN LONDON.

A recent Irish demonstration in Trafalgar Square, London.



IRISH MISCHIEF-MAKERS.

Irish-Americans picketing the piers in New York in order to bring about a strike of British seamen.

DOINGS OF THE DUFFS.

Helen Gets Lonesome For a Certain Person.

BY ALLMAN.



